

# MANUFACTURERS' RECORD

A Weekly Southern Industrial and Hardware Newspaper.

VOL. XII. No. 6.  
WEEKLY.

BALTIMORE, SEPTEMBER 17, 1887.

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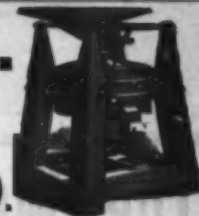
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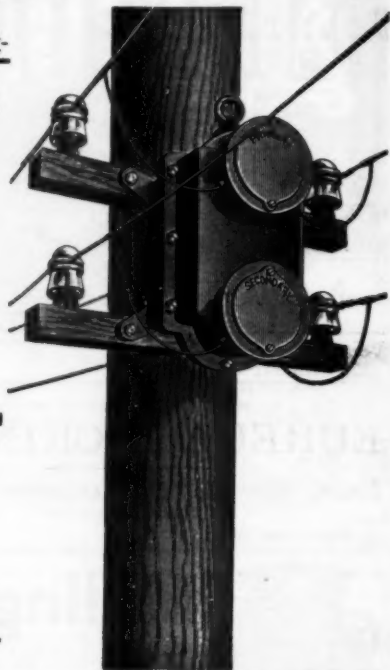
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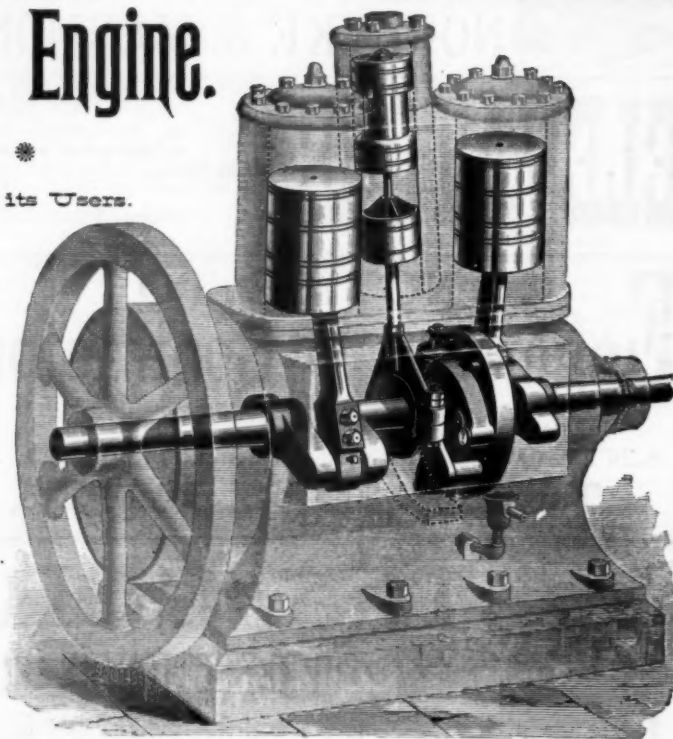
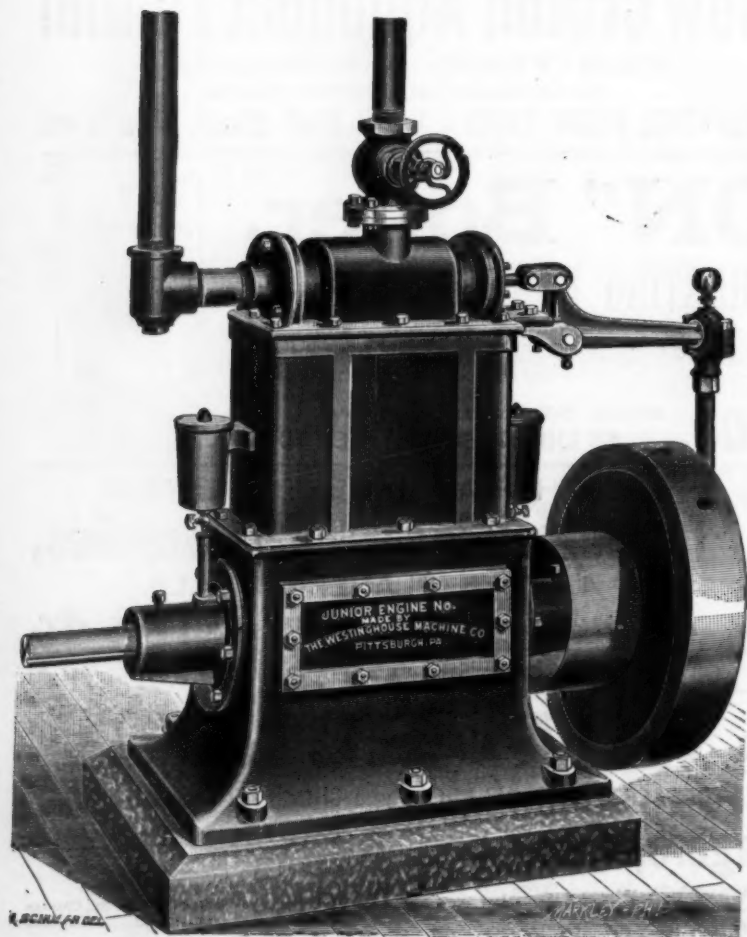
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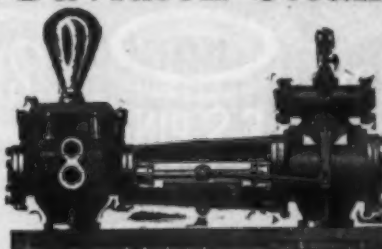
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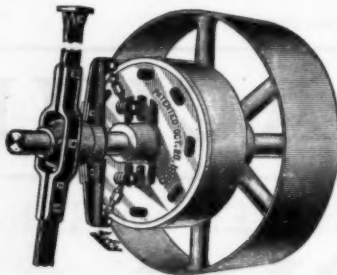
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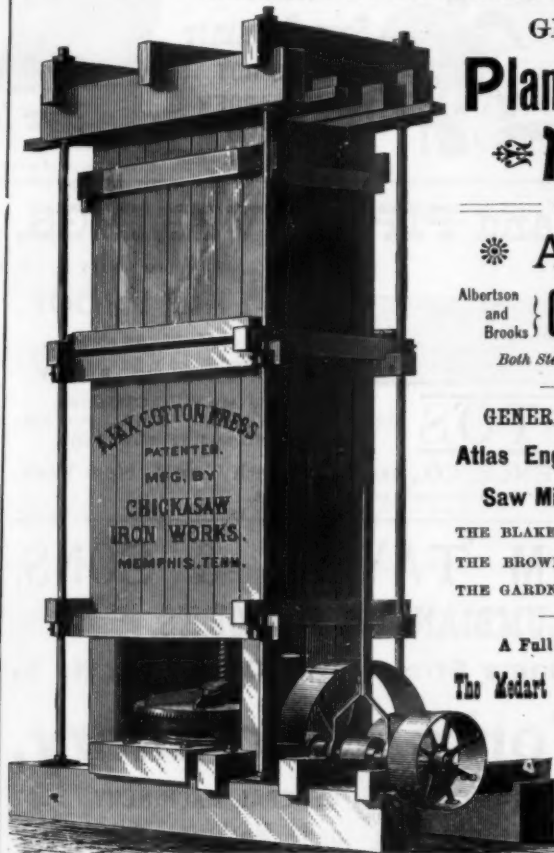
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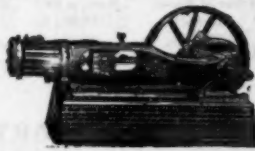
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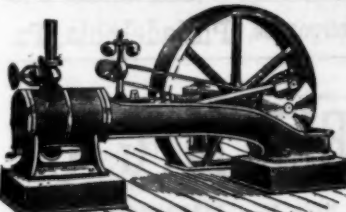
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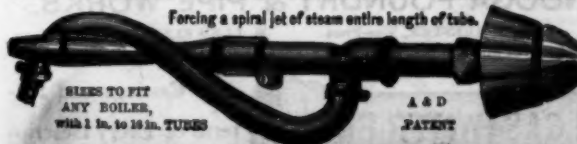
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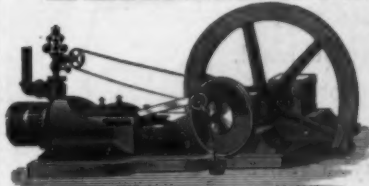


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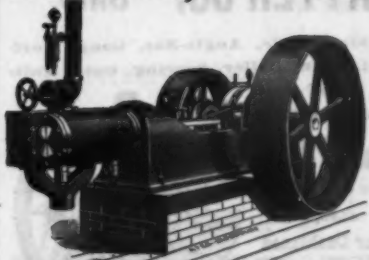
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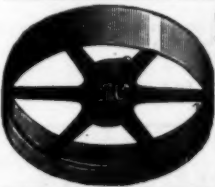
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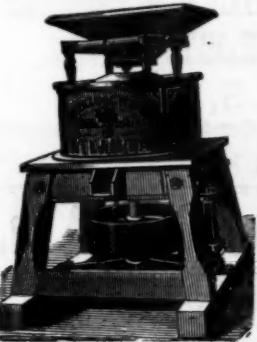
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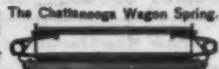
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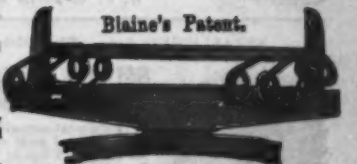
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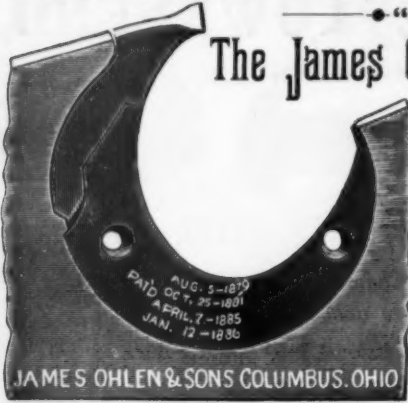
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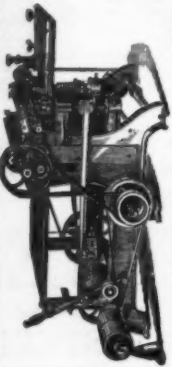
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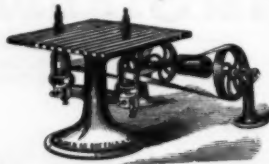
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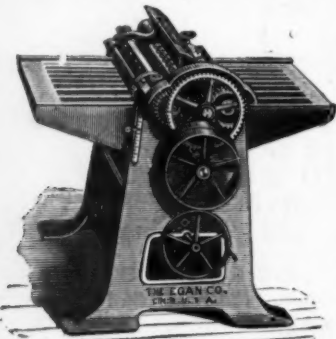
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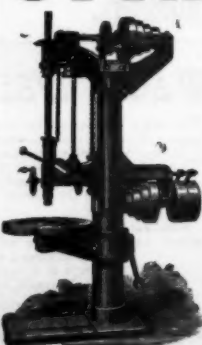
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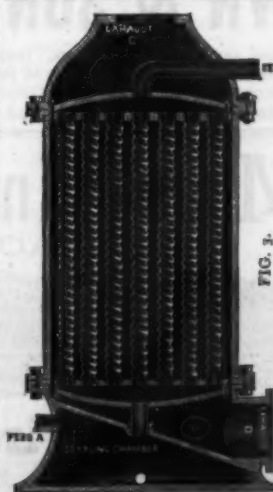
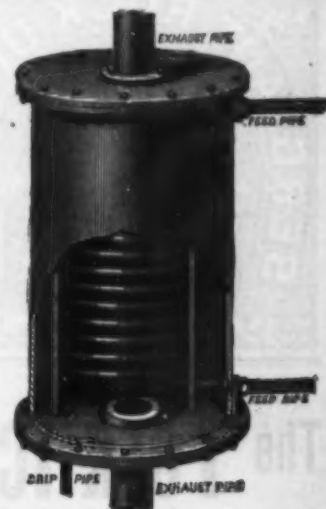
You can heat it boiling hot with the exhaust steam out of your engine.

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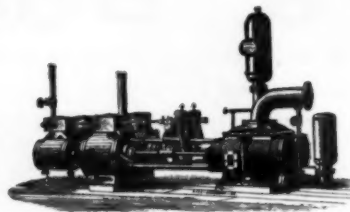
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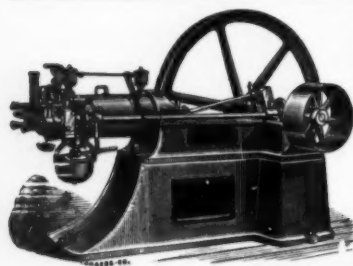
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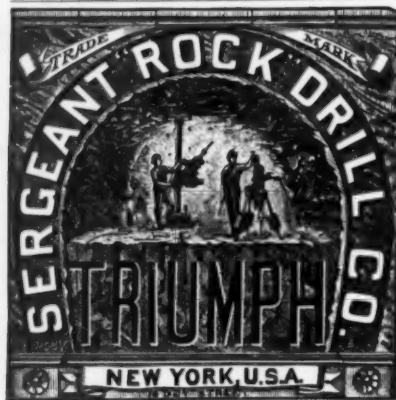
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BALTIMORE, SEPTEMBER 17, 1887.

## Georgia and Alabama State Fairs.

We have already devoted considerable space to the Piedmont Fair at Atlanta, and urged its importance upon our readers. There are two other fairs for which great preparations are being made—the Georgia and the Alabama State Fairs—to be held at Macon and Montgomery, respectively. These fairs promise to be far above the average of such enterprises, and if the efforts of their managers are properly supported by the business men of the two States, they will prove of great value. The Piedmont and these two fairs ought to work in harmony and unitedly endeavor to make such displays of Southern resources as have never before been seen. Thousands of visitors from the North and West that will be attracted to Atlanta, can, by proper efforts, be drawn to Macon and Montgomery, thus still further enlarging their conception of the magnitude of the mineral wealth of the South. In fact, it will be much easier to attract large crowds of Northern visitors to Atlanta, if it is known that there will be two other excellent fairs, in which full displays of minerals and timbers are to be found, immediately following the closing of the Piedmont. This will be an additional inducement to draw people South, as those who go will be mainly business men who desire the fullest opportunities to study the resources of the Southern States. The towns that are preparing for full displays at the Piedmont ought also to arrange, as some have done, for making exhibits either at Montgomery or Macon.

CLARENCE GORDON, 59 Liberty street, New York, advertises in this issue of the MANUFACTURERS' RECORD to buy or lease 5,000 acres of North Carolina land, well stocked with quail, woodcock and turkey.

MESSRS. E. A. KEELING & W. L. TRASK, of Memphis, Tenn., have commenced the publication of the Memphis Price Current and Southern Trade Journal. The first issue makes a very fine showing, and gives promise of a great success for this new journal.

## Our Country's Chief Peril.

"Are we a nation of gamblers?" This question was asked by a retired merchant of high character and sterling integrity. His companion, the head of a great banking house, sadly replied: "I fear I must answer yes." They were conversing about the fluctuations of Wall street, and about the corners in foodstuffs that have been manipulated frequently of late years. "Oh," said the first speaker, "the papers talk about our danger in case of foreign war, because we have no naval defences, and of the ease with which the great ships of even some of the South American States could compel our seaport cities to pay tribute to them; but perilous as it is to remain in this defenceless condition, it does not trouble me half as much as it does to see the demoralization of the public mind brought about by the great gamblers of the country."

There is good reason for such gloomy forebodings as these. Gambling of every degree and kind is an evil, if not a crime. Every State has laws more or less repressive that represent the enlightened public sense on this subject, but all these refer to petty things, while in Wall street and all the other commercial centers the evil increases, and has reached a magnitude exceeding anything this country has heretofore known. Railroad corporations, transportation and telegraph companies, and even the food of the people are at the mercy of the men who play for stakes as great almost as the wealth of the country. The honest investor no longer dares to buy stocks and bonds to hold for legitimate income. It is impossible to foresee how long it will be before the soundest and most valuable properties will be wrecked, not by misfortune or by "visitation of God," but by selfish operators with more millions than consciences, who care only for their own aggrandizement, and are utterly reckless of the sufferings of their victims.

It is bad enough that the small investments in stocks and bonds upon which the widow and the fatherless had depended for support should be made worthless, as they have been time and again by the manipulators of Wall street, but it is far worse that it should be in the power of one man, or of any combination of men, to force the prices of food and fuel to a point that carries suffering to the laboring millions of this country. These things have been and will be done until the public conscience is aroused, and State and national law-makers are compelled to make all such evil acts and crimes punishable by law. It has been said that this is impossible, but that is a mistake. The same principle that underlies the laws against lotteries, policy shops and gambling houses, applies with equal force to these weightier evils. When men conspire together to advance the price of wheat or pork, or of any other thing that enters into

general consumption, by creating an artificial scarcity, they do an evil thing that is easily to be proven, and that ought to be severely punished.

Thus far the South has escaped to a great extent the gambling mania that prevails in the North and Northwest. Her banks, cotton and produce exchanges have been notably conservative in their business ideas and methods. Her people, like those of all other sections of the Union, have suffered from the effects of gambling operations elsewhere, and as industrial development goes forward and wealth accumulates, they will feel it still more. The MANUFACTURERS' RECORD calls upon its readers to consider this grave subject, and to use their influence to arouse a public opinion against it. If this evil continues to increase in the same ratio it has for the last decade, it will demoralize all legitimate business, retard Southern progress, and work untold mischief in all parts of our land. It is the chief peril of the country. Let us all join hands to suppress it.

## Last Year's Cotton Crop.

The cotton crop of the United States in 1886, according to the Commercial and Financial Chronicle's annual report, was 6,513,623 bales, against 6,550,215 bales in 1885, and 5,669,021 bales in 1884.

The consumption of cotton by Northern and Southern mills is given as follows:

	Consumption.	1886-7.	1885-6.	1884-5.	1883-4.
North's mills...	1,747,250	1,657,676	1,490,130	1,643,517	
South's mills...	397,989	340,000	266,000	334,000	

The cotton manufacturing business has been prosperous during the year, and the outlook is regarded as very promising. As to the new crop the Chronicle says:

It is, as usual, difficult at this date to give any definite or satisfactory indication of the extent of the growing crop. There are certain facts that we all know; they are (1) that there is a large acreage planted every year now; (2) that we have not by any means had a full or even an average yield on the acreage planted since 1882; (3) that this crop had an excellent start in the spring, followed by a faultless early growth, and (4) that up to the first of August the reports received with regard to the cotton plant represented it in a good, healthy and strong condition almost everywhere, with the promise of a heavy fruitage.

But for a month past, and from a constantly increasing number of points, there have come up complaints, growing daily louder and louder, of drought, rains and floods, of rust, shedding and worms, until a kind of dazed or bewildered feeling has taken possession of those who desire, regardless of speculative interests, to obtain a correct diagnosis of the situation. At the moment the only advice we can give is to anchor fast to the facts which we have referred to above and wait to take a reckoning until the excitement subsides. That there has been harm done by drought, say in a third of Texas, and in portions of the Memphis district, is beyond question, but how far the drought has destroyed the plant's vitality beyond recovery can be better told a month or two hence. Elsewhere the situation is evidently somewhat spotted—excellent and never better in places, but in many other sections, either by drought or by rain or by floods, more or less of damage

has been done. For instance, in Georgia and in North and South Carolina, we cannot but think that the promise to-day is for a considerable increase on last year's crop, and still there are places in each of said States from which the reports are discouraging.

A further hopeful fact is that the crop is an early one. The last crop was late, but taken as a whole the plant this year is better advanced than it has been on the first of September for several seasons. This remark does not apply so fully to the Atlantic States, and yet even in many portions of those States the maturity of the crop is in advance of a year ago.

## Imports of Iron and Steel.

The imports of iron and steel for the first seven months (January 1 to July 31) of 1887 as compared with the same time last year were as follows:

	Seven months ended July 31, '87.	July 31, '86.
Iron ore, tons.....	684,959	605,893
Pig iron, tons.....	210,898	218,090
Scrap iron, tons.....	219,815	46,653
Scrap steel, tons.....	90,786	3,718
Bar iron, lbs.....	46,083,864	34,748,910
Bars, railway, of iron, tons.....	18	6
Bars, railway, of steel, tons.....	33,037	28,295
Cotton-ties or hoops, lbs.....	14,097,045	11,657,706
Hoops, band and scroll iron, lbs.....	30,444	253,887
Hoops, bands, &c., of steel, ".....	34,579,470	4,884,677
Ingot, blooms, &c., ".....	471,709,413	119,791,408
Sh't, plate & taggers' iron, lbs.....	6,869,037	5,339,865
Tin plates, lbs.....	377,523,499	378,189,578
Wire rods of iron or steel, lbs.....	220,694,658	199,742,500
Wire and wire rope, lbs.....	3,845,813	3,666,990
Anvils, axles and forgings, lbs.....	1,299,510	1,344,304
Chains, of iron or steel, lbs.....	970,559	734,931
Cutlery.....	\$191,218	\$164,333
Files, file-blanks, rasps and floats.....	5,371	4,568
Fire-arms.....	125,344	126,485
Machinery.....	186,427	226,450
Needles.....	23,799	21,000
All other.....	136,135	119,615

## The Elyton Land Co.

The Age, of Birmingham, pays the Elyton Land Co. and its able president the following well-deserved compliment:

The Elyton Land Company was launched on a most comprehensive policy with its origin. James R. Powell fed it with the nourishment of a catholic and generous spirit. Henry M. Caldwell has strengthened its original purposes by widening its scope immeasurably. From the first day to this time it has pursued the course it started upon without wavering or shadow of change. Last fall, winter and spring, the Elyton Land Company was the balance-wheel which kept Birmingham in its course of solid prosperity. It found itself facing an opportunity to realize an incredible fortune by entering upon a speculative market. It turned its back upon the opportunity of the moment to lay the foundation for the solid glory of this city in the lives of generations to come. It might have sold all its possessions at fabulous prices for gold in hand. It might have bankrupted thousands of speculators; but it remains rather to fulfill its destiny in the promotion of the welfare of all who live here or may come here. Of course, its president and directory are not running a charitable institution, but it cannot be denied that their wisdom in serving their own interest is tantamount to a public benefaction.

Under President Caldwell's management the Elyton Land Company has probably been the most remarkably successful enterprise of the kind ever known in this country. While making its stockholders rich, it has at the same time virtually made Birmingham.

ADVERTISERS wishing to reach the manufacturers of all classes, mining companies, steel, iron and hardware dealers of the entire South, cannot find a better medium than the MANUFACTURERS' RECORD.

### Some Mistakes of the Baltimore Sun.

The people who are so unfortunate—if such there be—as to be dependent entirely upon that brilliant journal, the Baltimore Sun, for their news deserve sympathy. It is true that in the course of time they may be able to learn of what is going on in the world, for the Sun does, in its way, try to give some of the news of the day, but it is just as likely as not to be two or three months behind the times. It is quite a common thing to find in the columns of the Sun, paraded as something fresh and interesting, information about the South that had appeared in the MANUFACTURERS' RECORD weeks before. Of course, the Sun never gives credit. A little illustration of the freshness of its news was given in its issue of September 8. To show how fresh it was we use the always interesting parallel column business:

From Editorial MANUFACTURERS' RECORD,  
July 23.

It is not often that eight railroads are at the same time under construction to any one place, however important it may be. And yet our correspondent, writing from Estillville, Va., points out the fact that eight roads are now either actually being built, or soon will be, all to meet at a place where a town has not yet been laid off even. Big Stone Gap is the name of this remarkable place. It is a great gap in the range of mountains dividing Southwest Virginia and Eastern Kentucky, and of necessity the railroads building in that direction must cross the mountains at this place. It is one of nature's marvels. Just by the side of the river which has broken its way through this great mountain range, there is said to be a most beautiful site of 1,200 acres for a town. Here it is proposed to build an industrial town, and with the unlimited supplies of fine ore and the Elkhorn coking coal and limestone in abundance, this place ought to grow very rapidly under judicious management.

From Baltimore Sun  
September 8.

Eight railroads are now either actually being built or soon will be, all to meet at a place where a town has not been laid off even. Big Stone Gap is the name of this remarkable place. It is a great gap in the range of mountains dividing Southwest Virginia and Eastern Kentucky, and of necessity the railroads building in that direction must cross the mountains at this place. It is one of nature's marvels. Just by the side of the river which has broken its way through this great mountain range there is said to be a most beautiful site of 1,200 acres for a town. Here it is proposed to build an industrial town, and with the unlimited supplies of fine ore and the Elkhorn coking coal and limestone in abundance, this place ought to grow very rapidly under judicious management.

It was only about six weeks behind time, and that is not very much for the Sun.

However, its shortcomings in this line could be forgiven if, when it does attempt an original editorial, it would come within a reasonable distance of truth. Discussing Southern progress a few days ago, the Sun said:

"Northern men control for the most part the iron industries."

It is unfortunate that the stupidity of the Sun should lead it into unjust and untruthful statements about the South. It is enough that people of that section who have displayed such almost superhuman energy in the development of their mineral resources, should be misrepresented by their open enemies, but that their professed friends should do the same is rather too much to stand.

There is of course much Northern money invested in Southern iron interests and many Northern people have taken an active part in this industry, and the MANUFACTURERS' RECORD wishes there were still more, but to say that the great development is due to Northern men and money, or to say that Northern men control this industry, is to

say what the facts will not substantiate. Take, for example, a few of the great enterprises now in the South. One of the leaders, if not the greatest leader in the marvelous coal and iron development of Alabama, was H. F. De Bardeleben, who boasts that he is a "piney rooter" of the South, born and raised there. It was De Bardeleben who gave the greatest impulse to this business, and it is he who is to-day building four of the finest furnaces in America and a \$500,000 rolling mill in Bessemer, Ala. Starting with almost nothing, he counts his money probably by the millions and his land possessions by the tens of thousands of acres. The great \$8,000,000 company that is building four immense furnaces at Sheffield, and a hundred mile railroad to furnish ore and fuel to them, is headed by Col. E. W. Cole, a noted Southerner, while the other furnace company there has for its president another Southerner. Dr. H. M. Caldwell, who, as president of the Elyton Land Co., has virtually made Birmingham, the great iron center of the South—a man of consummate ability, whose record in the management of his company has never, we believe, been surpassed in the financial history of this country—is a Southern man, and was a surgeon in the Southern army. President Johnston, of the Sloss Steel & Iron Co., of Birmingham, with capital of \$5,000,000, is likewise Southern, and so is A. B. Johnston, who was the general manager of the Coalburg Coal & Iron Co., of the same place. The success of the Woodstock furnaces of Anniston and the two owned by the same people at Clifton and Jenifer, noted as among the most profitable iron enterprises in America, is due to Mr. Samuel Noble, a man of remarkable ability, and while it is true he was born in England, he and his brothers, who have managed these furnaces and their great rolling mills, car-wheel works, etc., were taken by their father to Georgia when but mere boys, or about 32 years ago, so that they are almost as much Southerners as though born there. Among the other noted Southern men that have taken a leading part in the development of the iron interests of their section may be mentioned Joseph R. Anderson, president of the Tredegar Iron Works, of Richmond, which employs nearly 2,000 hands; Wm. E. Tanner, who built the immense Tanner & Delaney Machine, Engine & Locomotive Works at the same city; Senator Jos. E. Brown, and a dozen or more others.

Will the time never come when the people of the South shall receive full credit for their work in the tremendous development now in progress?

If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$3 and you will receive it regularly for one year, or six months for \$1.50.

### Great Birmingham.

Under the above heading the Daily Herald, of Birmingham, talks of that wonderful town as follows:

In a valley where the black diamond in exhaustless seams is buried in the bowels of the earth, and in whose mountain ridges illimitable quantities of richest iron ore still lie untouched by man, Birmingham rears its splendid buildings, resounds with the uproar of machine shops and factories, blazes brightly with its furnace fires, pulsates with energy and enterprise, and is now on the march at double quick for still greater and grander achievements.

A spirit of discontent, at once peculiar and gratifying, has possession of its people; discontent, which is yet the highest evidence of contentment, for Birmingham, compared with any other city or town, is to them "the be all and end all" of modern progress and advancement, but still is nothing to the wonder that will be. Not content with what is, their effort is to distance all the past, aye, to distance expectation itself and have a city here which shall be more prosperous than any told of in fable or history, and peopled by tens upon tens of thousands of loyal, intelligent, progressive and happy human beings.

In possibilities of manufacture, Birmingham is unequalled by any city in North America. Iron can be made here cheaper. Steel making is almost a certainty. The Herald believes that steel will be produced in Birmingham before 1887 shall join the innumerable caravan of departed years. Wood of every fibre and strength is in easy reach, and cheap. Steel, iron and wood—what is it that cannot be made of them? Birmingham can utilize these possibilities in the infinite enrichment of herself and Alabama. Coal is close at hand. A drill has already passed through a stratum of rock strongly impregnated with oil. The clearest and purest artesian water has been reached within 700 feet of the surface of the ground within the past seventy-six hours. Two companies are now boring for natural gas, one of them with the best indications that it will soon be able to tap a reservoir.

Commercially, Birmingham's advantages are the best. The world will not give credence to the statement of the fact, but investigation is courted, that one bank in Birmingham has more deposits than all the banks in Atlanta or Montgomery; and that the banks in Birmingham—they number seven—have now on deposit more money than all the banks of Georgia combined. Railroad facilities are now good, and several more trunk lines will be into Birmingham by January 1, 1888. When the roads now in course of construction shall be completed, cars propelled by steam will come into Birmingham over tracks owned by seventeen different railroad companies. And this within less than six months from to-day. Without a coal mine, an ore bank, or a block of limestone, Birmingham would become a big city, made by its commerce alone.

These things are eloquent with what is and what will be; and still there is that which is a more powerful factor in having done what is now done, and in doing what is yet to do. The Herald feels its throb daily and nightly. It is the inspiring love of all the people of Birmingham—the men, the women and children—for their city; a passion which makes all workers for its advancement and glory, friends and brothers, one grand co-operative organization for the public welfare and the city's weal.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises, and needing machinery or supplies of any kind, will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

AN excellent illustration of the way business is being pushed in the South, and at the same time of the value to the South of the new enterprises that are being established there, is found in the Decatur Iron Bridge Co., of Decatur, Ala. About six months ago, when the wonderful change in the life of the town took place, and it waked from its long sleep to the most surprising industrial activity, among the twenty or more new manufacturing concerns organized was one to build iron bridges. The works of this company were commenced, and about one month ago they were ready for business. Already contracts have been closed for building eight iron bridges, one of them to cost \$200,000. Without the existence of this company it is probable that the money for building a number of these bridges would have gone out of the South. Now, Southern ore that is turned into iron in Southern furnaces goes into Southern works and comes out finished bridges. From beginning to end, wealth is created and employment given to many hands. Of course, these are not by any means the first bridge works in the South, but they add one more great industrial enterprise to help make rich the whole South.

### The Southward Trend of Industry.

Discussing the growth of the South's iron interests in its relation to the North, the Practical Mechanic, of Worcester, Mass., says:

The development of extensive iron mines in the South is viewed with a feeling somewhat akin to uneasiness by many of those engaged in the iron working industries at the North. The signs of the times seem to indicate to them, the uprising at a new base of supply, of a rivalry, which it will soon be difficult for those at a distance to successfully cope with.

The center of iron production appears to be moving still further away from the Northern iron workers, and the increasing distance between the raw material and the places of its manufacture will soon operate to the serious disadvantage of the latter. Manufacturers must therefore soon move nearer to the source of supply. One cause of the spirit of discontent among Worcester manufacturers, elsewhere alluded to, may be found in the situation here described. Then, too, it is asserted that the new interstate commerce law increases the cost of bringing the raw material North, even from the old Pennsylvania iron centers. With extensive mines opening at a distance at a rate which promises an abundance of cheaper material, and hampered by Congress in the matter of transportation from the old mines, and having in view the certainty that extensive iron-working industries will soon spring up near the new sources of material, it is not surprising that some of the old Northern iron concerns are beginning to study the situation seriously. While there is no occasion for immediate alarm, the natural and inevitable tendency of affairs can readily be discerned. To the argument that much time will be required to establish and develop in new locations plants which can rival those of a long established record, it can be answered that skill and enterprise are things of exceedingly rapid transit, wherever circumstances present an opening.

## MEMPHIS, TENN.

## The Marvelous Growth of the Bluff City.

## Some of the Causes and Indications of the Growth.

## The Second Cotton Port of the Country, with Manufacturing Interest Being Largely Developed.

## A Thriving City on the Great Father of Rivers.

[Special correspondence MANUFACTURERS' RECORD.]

MEMPHIS, TENN., Sept. 1, 1887.

## THE BLUFF CITY ON THE MISSISSIPPI.

The city of Memphis is situated on the east bank of the Mississippi on Chickasaw Bluff, standing upon an elevation of from thirty to forty feet above the highest water mark ever known. Geographically the city has no superior in the advantages for trade and commerce. It is the great gateway of emigration and commerce to the near or far West. Nature seemed to have marked this place out as a great crossing center of civilization, and the rapidity with which the territory for miles around has been filled up by a teeming population attests this assertion in no questionable manner.

Few cities in the South have so many natural advantages as the Bluff City. With the great Father of Rivers at her very doors and nine diverging railway lines stretching out over the country, her commanding position is seen at once. There seems to be no question, that in time Memphis will be the interior as well as the great cotton mart of the South. Her receipts for the past five years have been constantly increasing, until she can now boast of handling nearly three-fourths of a million bales of cotton, which brings a yearly business to the merchants and factors of nearly \$30,000,000.

To-day the city has a population of 75,000 and is growing at the rate of 10,000 yearly. Beyond all question it is the greatest inland cotton market in the world, receiving 700,000 bales, and increasing 100,000 bales per annum. Memphis has the largest grocery trade (population considered) of any city in the United States. It has secured, in a great measure, the commerce of eight States tributary to her markets. She transacts \$150,000,000 of business on banking capital of \$3,000,000, has an insurance capital of about \$2,000,000, rejoices over the fact that nine diverging lines of completed railway run into the city while four new lines are under contemplation. Seventy-six trains arrive and depart daily, while the whistles of fifteen steamers on the great Mississippi record the fact of their arrival and departure daily. Memphis is at the head of perpetual navigation on the grandest river of the globe—hence cheap markets for her commodities. The city has forty-five miles of most excellent sewerage and twenty-five miles of good substantial pavements, and it is therefore no wonder that she has become celebrated for her good health record and excellent sanitary condition. There are thirty-five miles of street railways and thirteen miles of steam street car lines traversing the city. She has forty-three public and private schools, which are a credit not only to the city, but to the State at large. Eighty-five Christian temples of worship adorn the city. Fifteen newspapers disseminate the news. Eleven cotton-seed oil mills are found here in successful operation, while six large flour and meal mills, with an output of 1,500 barrels per day, furnish the people with these necessary articles of food.

The above are facts, but Memphis has a future that must be taken into account

with her prosperity. As already stated, there are nine railroads converging here, while there are other railways building that will reach Memphis as soon as industry and energy can complete them. So, with railroad communication to every State in the Union, with several trunk lines leading directly here, and going off through the western parts of Mississippi, the richest agricultural section of the globe, through West Tennessee to the blue grass regions of Kentucky, straight through Arkansas, to the inexhaustible plains of Kansas, and the pasture and green fields of Missouri and semi-tropical clime of Louisiana, the emigrant from the crowded populations of Europe, the prospective settler from any of the Eastern and Southern States, will find all the accommodations of secure and pleasant travel on lines that lead into Memphis, and on reaching this section of the country will observe much to attract his attention and plenty of avenues by which he may engage his time, talents and money to great advantage and sure profit.

## THE TRADE OF MEMPHIS.

Your representative is especially indebted to Mr. E. A. Keeling, secretary of the Merchants' Exchange, a man of large views, experience, and energy, for the following statements concerning the trade of this rapidly growing city of the South: "The trade of Memphis is growing very steadily, far more than many of her people realize. It is both substantial and sure. There is no falling behind, but a firm and steady push ahead every year. The people work and pull together with a firm and determined purpose. There is no rushing into booms, but a firmly marked out course of improvement which goes on from week to week and year to year. Our trade is increasing yearly; for the year just ending it will amount to about \$150,000,000 divided as follows:

Cotton.....	\$30,150,000
Groceries and provisions.....	30,000,000
Grain.....	1,200,000
Dry goods.....	6,827,000
Boots and shoes.....	2,647,000
Cotton seed and C. S. products.....	1,500,000
Lumber.....	3,000,000
Miscellaneous, such as drugs, hardware, engines, boilers, wagons, jewelry, paper, queensware, marble, hides, furs, wine, liquors, beer, furniture, and manufactured products of all kinds.....	85,000,000

"This," says Mr. Keeling, "is a great increase over last year's business. During the past year there have been erected here 400 new buildings, ranging in value from \$165,000 down to \$500, amounting to a total of \$1,500,000, being as much as was spent in the two years previous. Our Memphis brick yards made 35,000,000 bricks the past twelve months, all of which were used here. Our receipts of cotton for the past twelve months will reach 670,000 bales, amounting in value to \$30,150,000; this shows an increase over last year of 117,000 bales, and over two years ago of 235,000, which proves conclusively that our trade is being extended and that new territory is being opened up to us by the progressive policy of our new railroads. It may be safely asserted that all of our manufacturing concerns have doubled their capacity, while the business has increased most wonderfully."

The increase of industrial enterprises in Memphis during the past few years has been more remarkable than the increase in population. The wonderful growth of manufactures is due to the cheapness of coal and land, the convenience of supplies and the abundance of contented labor.

## NEW INDUSTRIES.

There seems to have been more or less of an idea, finding expression now and then (but most happily only among the fogies and mossbacks) that Memphis presented no unusual advantages as a field for new industries and as a manufacturing center. The facts in the case, however, knock this idea completely out of time. The advantages

always desired for manufactures are cheap ground for buildings and enlargements, a good supply of labor, cheap fuel, abundant transportation facilities, reasonable taxes and good protection. Every one of these necessities can be found in Memphis; real estate cheaper than in any city of its size in the South, a large and rapidly growing population, fuel so cheap as to be of little consideration in ordinary manufacturing enterprises; abundant competitive transportation by rail and river, and taxes based upon such a low valuation and exempting so much usually taxed in other cities as to make comparisons useless. To illustrate the methods by which Memphis is pulling ahead in all the material wealth which surrounds her I call attention to the following new enterprises perfected and being perfected during the present year:

Gas Works.....	\$750,000
Armour & Co., packing houses.....	800,000
Three new dummy lines.....	550,000
Car Works (for the manufacture of cars of every description.....	500,000
New Water Works.....	500,000
Southern Cotton Oil Co.....	100,000
Ice Factory.....	75,000
Star Oil Mills.....	60,000
Wetter Manufacturing Co.....	50,000
Box Factory.....	25,000
Pump Factory.....	30,000

Thus it will be seen that during the present year this city will expend nearly three millions and a half dollars for the establishment of new enterprises which must redound to her already growing fame as a commercial and manufacturing center.

## MANUFACTURING INTERESTS.

While Memphis has lost none of her prestige as one of the great cotton markets of the world, she has improved in another particular in more wonderful proportion, and this is in her manufactures. Her people have begun to realize that it is not now (if it has ever been) necessary to send abroad for home supplies, at great cost, when by a diversity of industries these things can be obtained in their own midst. On this wise plan Memphis is growing and enlarging.

What Memphis needs to make her one of the foremost manufacturing centers is to utilize at once her great advantages. Here is one of the finest openings in the world for a large cotton mill, which will not only convert the fleecy fibre into domestics, sheetings, &c., but to make a large variety of cotton and woolen goods, such as the mills of New England manufacture. There is at present only one factory in the city—the Pioneer Cotton Mills—which pays handsomely.

And yet Memphis is not a laggard in the race of manufactures. She is keeping up her end of the line in our Southern industrial progress. Here will be found eleven cotton seed oil mills, all doing a healthy business. The capital invested in this industry is over \$1,000,000. In 1880 the entire product of all the oil mills of Memphis was only \$335,000. For the year 1887, or from October 1, 1886, to May 30, 1887, the products of these eleven mills will be nearly \$1,500,000.

Here are also to be found the following manufactures and industries, which only include the more notable. The Milburn Gin & Machine Co., the Livermore Foundry and Machine Co., the Chickasaw Iron Works, the James & Graham Wagon Co., the Lilly Carriage Co., Memphis City Mills, the Eagle Milling Co. (flour), R. L. Cochran & Co. (lumber), Cole Manufacturing Co. (lumber), marble and stone works, Memphis Brick Manufacturing Co., clothing manufactory, stoves and tinware. Although Memphis is not in a position to boast of many extensive manufacturing industries, yet there are many small establishments springing up every year which add very materially to the wealth of the city.

## GENERAL MERCHANDISE.

Memphis's trade grows every year—the vast territory now being brought into close juxtaposition to the city by the new

railroads increases her mercantile business yearly. The increase for three months this year in this business has been at the lowest estimate 33 1/3 per cent. over and above that done during the same time last year. No better evidence can be obtained of the state of trade than the clearing house statement for the first three months of this year, which shows an increase of clearances over the same time the previous year of \$8,470,892.93. Here are the official figures:

January, 1887.....	\$16,807,577.97
January, 1886.....	7,953,587.78
Increase in 1887.....	\$ 8,853,990.19
February, 1887.....	\$ 9,657,448.87
February, 1886.....	6,515,674.73
Increase in 1887.....	\$ 3,141,774.15
March, 1887.....	\$10,305,978.87
March, 1886.....	7,960,910.30
Increase in 1887.....	\$ 2,345,068.58

In conversation with a number of the representative merchants of the Bluff City I was surprised to learn that many of the houses could not supply the orders coming in daily. A wholesale dry goods dealer mentioned in connection with the growth of the city, that quite a number of merchants from the South and West who in the past had purchased their goods in New York were now coming to Memphis and obtaining their needed supplies. The general line of trade in the mercantile business has increased from 40 to 50 per cent. during the present year. There seems to be no question as to the ultimate success of Memphis as a great distributing point not only in her mercantile business, but in other avenues of trade springing up from year to year.

## A COTTON PORT.

To-day Memphis is the greatest entrepot for cotton in the United States, as well as the great depot of supplies and the initial distributing point for products. She is struggling to obtain the trade of the South and Southwest, and with the exigencies of the times, in railway building and river connections she will yet gain the prize.

With the centering of an industrious population in the far-famed Mississippi valley, with new ideas, skilled manipulation and improved farming implements, the production of cotton, as well as the cereals, will tend to make this city not only the largest interior market in the United States, but it will only be a question of time when she will become the largest cotton market in the world.

Her receipts for the past five years have been constantly and steadily increasing, until the fiscal year just past, closes with Memphis having handled three-fourths of a million bales.

Course of the cotton market during the current season, from September 1st, 1886, to March 23rd, 1887.

Stock on hand March 23, 1886.....	116,054
Stock on hand March 23, 1887.....	54,460
Receipts from Sept. 1, 1884, to March 23, 1886.....	514,340
Receipts from Sept. 1, 1885, to March 23, 1887.....	565,681
Increase of.....	131,973
Shipments from Sept. 1, 1884, to March 23, 1886.....	509,697
Shipments from Sept. 1, 1885, to March 23, 1887.....	577,500
Increase of.....	178,123

It is to be doubted if there is a cotton port in the country which offers greater and more varied inducements for the better and more expeditious handling of the fleecy staple than will be found in this city. Commodious warehouse and cotton presses all in close proximity to the railroads and the wharves is a very great advantage in the moving of this crop from the producer to the consumer. Exposure of the staple is never permitted. The large warehouses, with several more going up, give all the shelter requisite for the handling of the crop.

In no city will there be found a more imposing and magnificent Exchange Building. Here the Cotton Exchange and Merchants Exchange are in close juxtaposition, the one occupying the left wing of the building and the other the right wing.

The artistic finishings of the rooms of the new exchange are models of exquisite beauty and architecture, and impress the stranger most favorably. This building stands out as a monument to the progress and push of the people of Memphis.

#### TRANSPORTATION FACILITIES.

No one doubts in this age the vital importance of railroads. A city's commercial importance is almost entirely dependent upon its railway facilities. The price of transportation is a controlling element in commerce. Every day proclaims this as an assured fact. New towns springing up and old cities taking on new life attest the great importance of railroads, and nowhere is "a betterment of condition" more forcibly illustrated by the work of railroads than in the city of Memphis. A glance at any railroad map will show the perfection of the railway connections of this city. They are as follows: The Memphis & Charleston Railroad; the Louisville & Nashville Railroad; the New-Port News & Mississippi Valley Railroad; the Kansas City, Springfield & Memphis Railroad; the Memphis & Little Rock Railroad; the Louisville, New Orleans & Texas Railroad; the Mississippi & Tennessee Railroad; the Memphis, Birmingham & Atlantic Railroad.

These eight railroads are in successful operation and furnish shippers choice of competing lines to all points desired to be reached.

The river trade of Memphis, notwithstanding the encroachment of the numerous railroads, still forms an important factor in the commercial and business interests of this growing city. The lines verging from Memphis on the waters of the great father of rivers are as follows: The Lee Line, the Memphis & Vicksburg Packet Line, Arkansas River Packet Co., the Memphis & White River Line, the Memphis & St. Francis River Line, the Memphis & Tip-tonville Line, the Memphis & New Orleans Line, the Memphis & Cincinnati Packet Co. Besides a number of transient lines, hailing from above and below the city. So, in the matter of transportation facilities Memphis is peculiarly favored.

#### NEW RAILWAY LINES.

Memphis is always "wide awake" to the development and progress of the age, and in no respect is this exemplified more than in her eager desire to obtain additional railway facilities. Here are a number of prospective lines: Kansas City, Memphis & Birmingham Railroad, which is now nearly completed. This road will open the inexhaustible coal, iron and timber fields of Alabama, and, as Memphis is the nearest point to Birmingham, this line will be of great benefit. The Bald Knob Railroad, a branch of the Iron Mountain Railroad, will be completed by the 1st of October. This road gives direct connection to all points in Texas, and will add at least 100,000 bales of cotton to the trade of Memphis. The Tennessee Midland, from Memphis to Knoxville, and, in fact, passing through the entire State, is now being constructed, and when completed will give a direct connection with the Baltimore & Ohio system in Virginia. The Illinois Central is now surveying a line to Jackson, Tenn., which will give a more direct connection to the cotton fields on this great line of railway. The Memphis & Little Rock Railroad will soon be extended from Little Rock to Hot Springs, and from there into the State of Texas. Surveyors are now busy laying out a road from Memphis to Jefferson, Texas. This will open a large and rich territory. With the prospect of these additional railways, the Bluff city has a right to rejoice in the outlook for the future. Certainly every condition appears most favorable for the furtherance of the commercial as well as her manufacturing prestige.

#### DUMMY LINES.

With the great advantage of railway and river facilities, the Bluff City intends also to place at the convenience of her citizens, mechanics and laborers a dummy line over five miles long encircling the entire city. This will open up a very desirable portion of the city limits for the purpose of manufacturing sites, resident property and grounds for pleasure resorts. In this respect Memphis will eclipse many of her sister cities, as it may be stated upon the very best of authority that in no city will there be found more cheap and desirable property within seven minutes ride of the best business part of the city. Your correspondent made a tour on the greater part of this line and feels confident in asserting that he has seen no locality offering more splendid inducements for the home settler and the manufacturer, as well as the capitalist desiring to invest his surplus money.

#### SANITARY.

Memphis of to-day is one of the cleanliest cities of the South, and in no essential element pertaining to her sanitary condition is there left open a loop hole by which disease or epidemics can take root. The past year has been marked by unusual good health. No one disease has prevailed to the extent of epidemic, and the death rate, considering the increase of population, is less than preceding years.

If cleanliness and that due attention paid to the laws of sanitation can make a healthy city, then Memphis may be placed in the category of healthy cities. The system of sewerage throughout this city is most thorough, and, with the latest devices and improvements in this very important element of health, it may be safely stated without the fear of contradiction that in few cities of the world will there be found such excellent and systematic arrangements provided as will be found in these sanitary measures. The Health Department of the city is one of the most thoroughly devised and operated that can be found anywhere. The total expense of this department of this city amounted last year to \$27,885.43. A thorough course of inspection of the city is made daily, and, owing to this system, it is no wonder the Bluff City is to be found so delightfully clean and healthy even in the very midst of the dog-days in the sweltering days of mid-summer. The most excellent supply of artesian well water, pure and cool, is one of the great blessings which Memphis enjoys. In this respect she is most abundantly supplied and the number of cures of people from abroad attest the efficacy of this water.

#### A TALK UPON MATTERS PERTAINING TO THE CITY'S GROWTH.

The representative of the MANUFACTURERS' RECORD had the pleasure of meeting Messrs. Thomas and Rogers, of the firm of Stratton, Thomas & Rogers, at the head of the Real Estate Exchange, and was pleased to find these two gentlemen ready and willing to give all the necessary information relative to the progress of the city as well as her needs of the present day and generation.

Your correspondent asked Mr. Thomas what was the cause of the rapidity with which Memphis has stepped ahead during the past year or more, to which he replied:

"A better city government, strict attention paid to the laws of hygiene and sanitation, the establishment of new manufactures which have been successfully operated, a large demand for residences and business blocks, the almost perfect transportation facilities for the raw material and the manufactured product, the cheapness of property in comparison with other leading cities, together with the perfect sanitary arrangements which the city of Memphis now leads the country. These

are the chief reasons why Memphis has taken a 'fresh start' in life, and, judging from the present outlook, the prosperity of the city will continue right along from year to year. I judge this to be true from the fact that during the past month over \$900,000 of outside capital has sought investment here, and most of this comes from a class who do not buy for speculative purposes, but with the intention of making permanent improvements. Besides this, the many and constant inquiries from outside parties as to the investment of money here for manufacturing purposes leads me to believe that the growth of Memphis has just begun. The outlook is certainly encouraging."

Engaging Mr. Stratton's attention, your correspondent asked what was necessary to further push Memphis ahead in all the industrial methods pertaining to progress and developments. He replied:

"The establishment of more manufacturing of all kinds and natures which would give employment to skilled labor. We have enough raw material here to make this place the workshop of the South. The immense amount of coal, iron and wood brought here so cheap by the railroads offers inducements for a great number of manufacturing establishments, which would pay from their inception. We want a greater diversity of pursuits, and if we had here a number of cotton factories to manufacture our raw material into articles of use, we should soon be a second Lyons or a Manchester. It is only a question of time. It must all come in due season. We are getting a strong inkling of it now. With our railroads penetrating the center of our vast coal and iron regions, and pushing through our wonderful forest growth, the situation cannot long remain as it is. I predict that within the next twelve months we shall have over 100 new manufactories, and why shouldn't we? Our advantages are unsurpassed. On the line of perpetual navigation, with railway facilities hardly equalled and a climate more than favorable, with cheap lands and magnificent factory sites and the raw material right at our doors, I see no reason why Memphis should not become a great manufacturing center. Our property is cheaper than in any other city in the South. We do a business of 40 to 50 millions a year. Buildings of all kinds are going up everywhere, in fact there are so many resident houses now under construction that to-day it is impossible to supply the demand for them. Therefore, with all these advantages, I feel certain that Memphis offers many more inducements—and all, too, of a substantial nature—than most places in the far West, and am confident that a great future awaits us in the natural exigencies of the times. Our great belt line encircling the city places in the reach of all capitalists some of the most desirable manufacturing sites that can be found in the country, and in seven minutes time from the center of the city locations for elegant homes and country cottages."

#### NOTES BY THE WAY.

The Milburn Gin & Machine Co. is one of the progressive establishments of this city and, in fact, of the entire South. The scope and variety of products turned out by this enterprising concern are perhaps larger than of any similar establishment in the South. Their extensive works are located in the southern part of the city and is an ornament and a pride to the State. They manufacture gins, feeders, wood pulleys, condensers, linters, and cotton-seed hullers, and their work has been recognized far and near for its skilled workmanship and durability, another firm having sent them an order for several hundred cotton-seed hullers, so pleased were they with their work, and the manner of finish and construction. They employ

over 190 hands. They pay out in wages over \$125,000 annually, while their business for the past year amounted to \$632,150.80.

The Chickasaw Land Co., of which Mr. J. A. Van Hoose is vice-president and general manager, control over 3,175 acres of high rolling lands immediately adjacent to Memphis. They have a long wharf frontage on the Mississippi for manufacturing sites. They offer free sites for factories and homes for operatives. It will be well for capitalists and investors to send for further information regarding these advantages before investing elsewhere. It is the intention of the company to locate a large park on this land near the city and to make an outlay of many thousand dollars in the improvement of this property. Already over \$200,000 have been spent by this company in locating and placing sites for manufactories, residences and business blocks. Here is a splendid chance for the investment of money, either in homes or farms or manufactories, in close proximity to one of the most thriving cities in the South.

Memphis is on a steady march of improvement—there is no mushroom boom in her growth. Her people are conservative, yet in affiliation with the march of progress. Her position as a cotton port is assured. She will not long be behind in industrial skill and manufacturing supplies. It is only a question of time. The people are progressive. No city can surpass Memphis in sanitary measures. There are no more fears to be entertained regarding epidemics. Memphis of a few years was a laggard in the race of industrial progress; to-day she is the leader on the Mississippi in all things which go towards making a city prosperous, homogeneous and happy.

HINTON A. HELPER.

#### "Fair Florence."

The Troy (Ala.) Messenger editorially says of Florence, Ala:

Florence is one of the loveliest little cities in the South. The town is built on the high bluffs of the Tennessee river and is clean, dry, shady and healthy. Its present population numbers about 2,500 souls, but the increase this fall and winter will perhaps double this number. The Florence Land Co., of which Judge Wood is president, is doing a noble work for the town. Florence has three splendid week-lies, each of which is watching with a zealous eye the advancement of their lovely city.

The grading on the Nashville & Florence Railroad is about completed and the track will be laid right away. This road will develop a large scope of country north of Florence heretofore untouched by railroads.

There are many new enterprises now in course of construction, and it is something wonderful to see the number of residences that are dotting the pretty building sites all over the city and suburbs. Florence is situated at the foot of Mussel shoals on the Tennessee river, at the head of navigation for large boats, and right between the great coal and iron fields of Alabama and Tennessee. This gives her advantages that few cities in the South possess, and she will certainly become the queen city of the Tennessee at no distant day.

THE MANUFACTURERS' RECORD confines its enterprise chiefly to the discussion of facts and theories respecting the Southern States. In this noble work it exercises an influence, both direct and indirect, of the greatest weight. Its many beautifully printed and ably edited columns are, indeed, weekly advertisements of the resources, the industries and the general condition of the South, and which insures a widening knowledge of this section nowhere else to be attained.—Age, Birmingham, Ala.

## Newsy Notes, Agricultural and Manufacturing, from Mississippi.

[Special correspondence MANUFACTURERS' RECORD.]

ABERDEEN, MISS., Sept. 12, 1887.

Sandersville, in Jones county, is agitating for a creamery and will probably have one.

Coldwater, in Tate county, is making large shipments of white oak staves to New Orleans.

The East Mississippi Cotton Mills, near Meridian, has recently been enlarged, many new spindles and looms having been added. Its orders are still largely in excess of its capacity, and its enterprising proprietor, Mr. J. S. Solomons, contemplates further additions to the plant.

The Stonewall Manufacturing Co. has greatly improved the plant of its splendid mills, near Enterprise, in Clarke county, to meet the enormous increase in orders. It pays handsome dividends, and is one of the most valuable properties in the State.

Capt. J. P. Walker has sold a third interest in the mineral springs property at Lauderdale to Mr. J. S. Solomons, of Meridian. This means the restoration of this watering place to the fame and popularity it enjoyed in the South before the war.

The Planters' Cotton-Seed Oil Mill Co., at Greenville, has determined to double the capacity of its machinery, as much more seed is being offered than it can now handle.

The Greenville Times claims that enterprising valley town to be "the healthiest city of its size in the South."

Senatobia, in Tate county, is about to start a creamery.

The Agricultural & Live Stock Association of South Mississippi and East Louisiana commences its annual fair at Woodville, Miss., October 25.

The North Mississippi Poultry & Pet Stock Association opens its annual exhibition at Grenada, November 29.

Capt. J. C. Irving, of New Venice, on the South coast, has added a shingle factory to his other lumber industries.

Several vessels are undergoing repairs at the Scranton & Moss Point Ship-Yards.

The merchants of Vicksburg have reinforced their trade facilities by establishing a free ferry over Big Black river.

The street car tracks in Meridian have been extended nearly a mile.

Meridian water works have put up a number of hydrants at convenient points for the watering of wagon stock.

The Jackson Grain & Feed Mills are turning out a product of over 600 bushels a day.

Mr. Merritt Williams, of Longwood, Washington county, has ten acres in Le Conte pears. His orchard is three years old and very promising. He also has twenty acres in red clover, which is as fine as America can boast, showing the adaptability of the Mississippi bottoms to this grand forage plant.

Mr. James Sweget, of Natchez, has one of the most noted stock farms in the Southern States. He has 1,000 acres in Bermuda grass and probably 3,000 more in other pasture, upon which graze some 400 head of Ayrshire and high-grade cattle, and over a hundred head of thoroughbred racing stock and several hundred Southdown sheep. Among other notable horses bred by him was "Skobelev," who made so much reputation in the West last season.

The clip from his flock commands the highest market figures, and his calves find many purchasers in distant markets.

Adams county has always been noted in the South for its thoroughbred horses, and fine cattle and sheep, and the race course at Natchez was one of the most celebrated in the country in anti-bellum days.

Work is proceeding rapidly upon the steam cotton compress of Hazlehurst and the company expects to complete it in time to handle the present crop.

The vegetable and fruit growers' associa-

tion at Newton, in Newton county, organized August 20th with fifty six members as co-operative workers; all of them well-to-do farmers.

Columbus has a planing mill that is doing a flourishing business.

Aberdeen, among her numerous other industries, has a steam power sausage factory that does an extensive jobbing trade.

The Queen & Crescent Railroad is constructing extensive stock-yards at Meridian, with facilities for hauling twenty car loads of stock at once.

The shipment of peaches from all parts of the State have paid handsome profits. This trade will be enormous next year.

The pioneer locomotive for the sea coast division of the Gulf & Ship Island Railroad was received a few days ago.

The official report of the fire department of Vicksburg shows but one fire alarm in three months.

The Vicksburg water works system will be in full operation by December 1st.

The Kansas City, Memphis & Birmingham Railroad, which extends through the State, will be completed by November, and the Aberdeen branch with its fine iron draw bridge over the Tombigbee river will be finished about the same time. This will afford an outlet on shortest haul, and a new market for the corn, vegetables, fruits, etc., of the rich Mississippi prairies. They are destined to feed the toilers in the Alabama mines.

The Tombigbee Railroad, from Columbus, Miss., to Decatur, Ala., expects to let out its contracts at an early day.

A survey for the location of a branch from Corinth, Miss., to Birmingham, Ala., has been made by the Mobile & Ohio Railroad, and it is expected that work will commence at an early day and be rapidly pushed to completion.

The shipments by sea, of lumber, from the port of Pascagoula, on our South coast, for the week ending September 1st, amounted to 1,498,192 feet, and 4,500 shingles. Almost all of this was to foreign ports.

Moss Point, near the South coast, is erecting a new hotel.

The prospects for the early construction of a railroad from Meridian, Mississippi, to Pensacola, Florida, are flattering.

Work will soon commence on a railroad from Corinth to the Tennessee river, to strike that stream at or about Pittsburgh landing. The contract has been closed.

The sorghum crop, like all other crops in Mississippi this year, will be enormous. There will also be more molasses made in the State from the Louisiana or Cuban cane than heretofore.

The new cotton compress at West Point has commenced operations.

Prominent hog raisers in Illinois are corresponding with farmers in Mississippi with a view to shipping their hogs to this State to be fattened for market.

Mississippi merchants in all parts of the State anticipate a splendid trade this fall and winter.

The State treasurer has received bids at \$1.06 and accrued interest for the ten years six per cent. bonds of the State, authorized by act of the last legislature. Treasurer Hemingway advertised for bids for \$100,000 of these bonds, and received bids to the amount of \$222,600. He only accepted \$45,100, as it was believed that better prices than \$1.06 for \$1.00 could be obtained. The bidders were all Mississippians.

Col. J. F. Merry, general passenger agent of the Illinois Central Railroad, Manchester, Iowa, has recently issued an illustrated pamphlet entitled "The Southern Home Seekers' Guide," which will be mailed to all applicants.

**If you are not already a subscriber to the BALTIMORE MANUFACTURERS' RECORD, send us \$3 and you will receive it regularly for one year, or six months for \$1.50.**

## A New Process in Cotton Manufacturing.

EUTAW, ALA., Sept. 10, 1887.

Editor *Manufacturers' Record*:

The Allen New Process is a recent invention of H. M. Allen, of this place, formerly of the State of Vermont. The process, consisting of practically a single machine, takes cotton in its natural state in the seed and separates the lint from the seed and forms it into first a sliver and then a roll, ready for the usual attenuating processes now in use in cotton mills, which prepare such a roll for the spindle. It is to be used in cotton spinning mills, and is adapted to the cotton-growing sections alone. It takes the place, you will observe, first, of ginning and baling on the plantation, dispensing with bagging and ties; 2d, of compressing for shipment; 3d, of all machinery at present used in spinning mills, up to and including the railway head, and, excepting one or two hands, dispenses with the labor necessary to attend to the machinery so displaced; and 4th, it requires a large per cent. less of power to drive it than is required to drive the displaced machinery.

Again, the new process avoids the great injury which is done to the fibre by compressing and the torturing processes to which the lint is subjected in the present mill, and preserves the full length of the staple, thereby making the yarns of greater strength and the goods consequently more durable. There is practically no waste of cotton by the new process. Mr. Allen thinks he will probably be able to dispense with drawing frames, though he does not yet claim this for his invention. The patent covers a specification of a device for making the fine numbers, but the inventor does not yet claim this as perfected.

The foregoing are principally the merits claimed for the new process. Mr. Allen has built and operated experimentally an imperfect working model of the machine, and it produces the roll beautifully and with rapidity. Those who have seen it in operation regard the practical success of the invention as demonstrated, and it has created much interest in this State and in other sections. The right belongs to the Allen New Process Co., a body corporate organized here, and this company has donated to a cotton mill now being organized in this county (which is one of the finest cotton-growing counties in the State) the right to use the new process perpetually without royalty, and the stock of this mill, which is styled "Allen Process Cotton Mill No. 1," is now being taken at the bank of Eutaw at this place.

J. B. HEAD, Sec'y.

## Wonderful Activity in Arkansas.

FORT SMITH, ARK., Sept. 10, 1887.

Editor *Manufacturers' Record*:

The prospect for crops in this section of the State and the Indian territory tributary to Fort Smith are unprecedented. The average is 25 per cent. greater than last year and the yield will probably exceed that of last year by 33 1/3 per cent. All the farmers and merchants are jubilant.

At least 800 buildings, including public, business and dwellings are in course of construction. Every house is rented as soon as the foundation is laid, and, with a population of 16,000, not a vacant building of any description can be found. Hundreds are living in tents, and the hotels and boarding houses are crowded.

Mechanics are scarce; all who come find plenty of work at good wages. The brick-yard's, planing mills, etc., are all behind in their orders.

Railroad building here is active, both the Missouri Pacific and the St. Louis & San Francisco Railway are branches south from this city. The Arkansas & Kansas Valley Railway are building west through the Indian territory.

GEO. TILLER.

## The Diffusion Process of Sugar Making.

United States Agricultural Commissioner Colman has recently returned from an official visit to Fort Scott, Kansas, where the department of agriculture is conducting experiments in making sugar from sorghum by the diffusion process, and expresses himself as being delighted with the results obtained already. He says the experiments consist in the trial of a new process in making sugar in this country, which dispenses entirely with the costly and ponderous mills and steam engines, &c., and uses a far simpler and less expensive method of extracting the juice, by which all the saccharine matter is obtained, while by the former methods from 30 to 40 per cent. on an average of the juice, even with the Southern sugar cane, is left in the cane after passing through the mill, and with sorghum a still larger quantity, because of greater difficulty in extracting. The new process is called the diffusion or saturation process, and is as rapid as the old method, less costly, and enables the manufacturer to secure and utilize all the juice instead of about half, as heretofore.

The commissioner speaks in glowing terms of the work being performed by the Parkinson sugar works at Fort Scott, Kansas; also those being conducted by the department at Rio Grande, N. J., and, continuing, says:

The result of these experiments on the country will, I believe, be most beneficial. Our nation is paying \$100,000,000 annually to the sugar producers of other countries, and if we have demonstrated that we can profitably produce sugar on our own farms, it is a matter of the highest importance to the country. It will not only keep this money at home, but will save to our people \$50,000,000 annually in customs duties. I cannot see why our people should not go to making sugar. A complete sugar factory will cost about as much as a flouring mill, and can be run at great profit, according to the present experiments. Farmers are glad to raise the cane at \$2 per ton, and at that it pays better than other farm produce.

The annual consumption of sugar per capita is forty pounds. Our population is doubling about every twenty-five years. At the end of the next twenty-five years we will be paying at least \$200,000,000 for sugar per year. This money we can keep at home and distribute among our own people. I look upon these experiments as important to this country as the invention of the cotton gin. They have demonstrated that we have a sugar plant that can be grown and converted profitably into sugar south of the thirty-ninth parallel (out of the reach of early frost) to the Gulf of Mexico, and that this country can and will be independent of every other nation for sugar. It has taken a long time to overcome all of the obstacles that have been met, but they have been overcome, as it now seems.

This new process will be tried on Southern cane. I have arranged for conducting similar experiments in Louisiana with the ribbon cane, and we have all the necessary machinery now ready for conducting the most crucial tests in comparison with the best milling processes in existence. As the Southern cane does not mature until November, we cannot begin our experiments until that time, but I am sanguine of their success. I am not unmindful that there has been much enthusiasm expressed in the past relative to sorghum sugar. The trouble was that under the old systems but forty pounds of sugar per ton of cane could be obtained, while under the new process much more than 100 pounds is obtained. Therefore, while under the old methods it was found unprofitable to make sugar, under the new system the largely increased yield will provide a profitable industry even at the present prices of sugar.

I may be called enthusiastic, but seeing is believing, and from what I have seen in the past few weeks I believe that in a few years' time everybody will admit that there is very good ground for my present enthusiasm.

# SHEFFIELD,

◆ COLBERT COUNTY, ALA. ◆

## The Iron Manufacturing Center of the South.

**B**EING at the *head of navigation*, and on the *south bank* of the Tennessee river, Sheffield is the *natural outlet* for the mineral and manufacturing products of Alabama and neighboring States seeking a water route to points on the Ohio and Mississippi rivers, and to the Gulf of Mexico, as well as the best *distributing point* over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. *Four railroads* certain, and several others assured. *Principal shops of Memphis & Charleston Railroad* will be erected here pursuant to written contract. These will employ between *four hundred and five hundred mechanics*, and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here.

### ◆ Five Blast Furnaces Now Under Construction, ◆

Of which one is nearly finished, and the remaining four contracted to completion next spring, have estimated capacity of 700 tons pig iron per day. This is 40 per cent. more than now manufactured at Birmingham, Alabama. Experts do not hesitate to say that *iron can be manufactured more cheaply* at Sheffield than at Birmingham, and its *river transportation facilities* will enable Sheffield iron to reach the principal markets at a saving of from

**\$2.00 TO \$2.50 PER TON.**

A first-class semi-weekly newspaper, printed by steam, is regularly issued. Furniture Factory, Bottling Works, Bakery, 3 Steam Brick Works, 2 Hand Brick Works, 2 Steam Wood-Working Establishments, Water Works, 2 Banks, a Savings Bank, and Steam Job Printing Office already in successful operation, and Iron Pipe Works, 15-ton Ice Machine and five story hotel, with all modern appliances, will be erected. The Cleveland Hotel, Park House and numerous boarding houses furnish accommodations to travelers. Postoffice, Telegraph Office and Express Office already established. Contracts have been made for the early erection of Electric Light Works, Paint Works and Agricultural Implement and Machine Works. Large Stove Works, Machine Shops, additional Iron Blast Furnaces, an extensive Charcoal and Chemical Plant, a large Rolling Mill and other manufacturing establishments under consideration, and will probably be built shortly.

Good Water. Free Public Schools and Churches. Health and Climate Unsurpassed.

*Drainage excellent. Splendid opening for men of push and energy. No "Old Fogy" element here.*

*No better point for profitable investment.*

## ◆ Sites for Manufacturing Enterprises, ◆

**And for Free Public Schools and Churches**

**Donated by Sheffield Land, Iron & Coal Company.**

Population January 1st, 1887, 700; now, (August 21st, 1887,) by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations.

*Three years ago* the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three-story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants.

**LIMESTONE** of excellent quality for *fluxing iron* in unlimited quantities at the furnaces' sites. First-class building stone and brick clay abundant. Rich and extensive deposits of *brown hematite iron ore* within twenty miles, along the lines of two Sheffield railroads. The Sheffield & Birmingham Railroad runs through the heart of the *Warrior Coal Fields*, which abound in first-class *coking, steam, gas and grate coal*. *Timber* is abundant and cheap.

The *Memphis & Charleston Railroad* and the *Sheffield & Birmingham Railroad* are now in operation into Sheffield. The *Louisville & Nashville Railroad Co.* is now extending its *Nashville, Florence and Sheffield* division, which will be completed to Sheffield before the close of the year 1887. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the *best combined river and railroad transportation center* in the South.

Every merchant and every established manufacturing enterprise is doing a profitable business. *More are needed.* For further information address

**ALFRED H. MOSES, Vice-Prest. and Manager**

**Sheffield Land, Iron & Coal Co., - Sheffield, Ala.**

# Tuskaloosa, Ala.

— \* ALABAMA'S NATURAL PITTSBURGH. \* —

**A Railroad and River Town of 6,000 Inhabitants, in the Coal, Iron and Timber District.**

Healthful Location. Salubrious Climate. School Facilities Unequaled by any other town in the South.

+ SITUATION +

**Queen & Crescent**

— TRUNK LINE, —

IN THE

**Warrior Coal Field**

AND ON THE

**WARRIOR RIVER.**

Only Navigable River touching the

**Alabama Mineral Field.**

Eight Months Navigation. Being Surveyed  
now to be opened all the year round.

All Water Navigation to

❖ **MOBILE** ❖

AND THE

**Entire Gulf and Atlantic Coasts.**

— THE —

**Tuskaloosa Northern Railroad**

Is now under construction into the

**MINERAL and TIMBER FIELDS.**

— THE —

**Macon & Tuskaloosa Railroad**

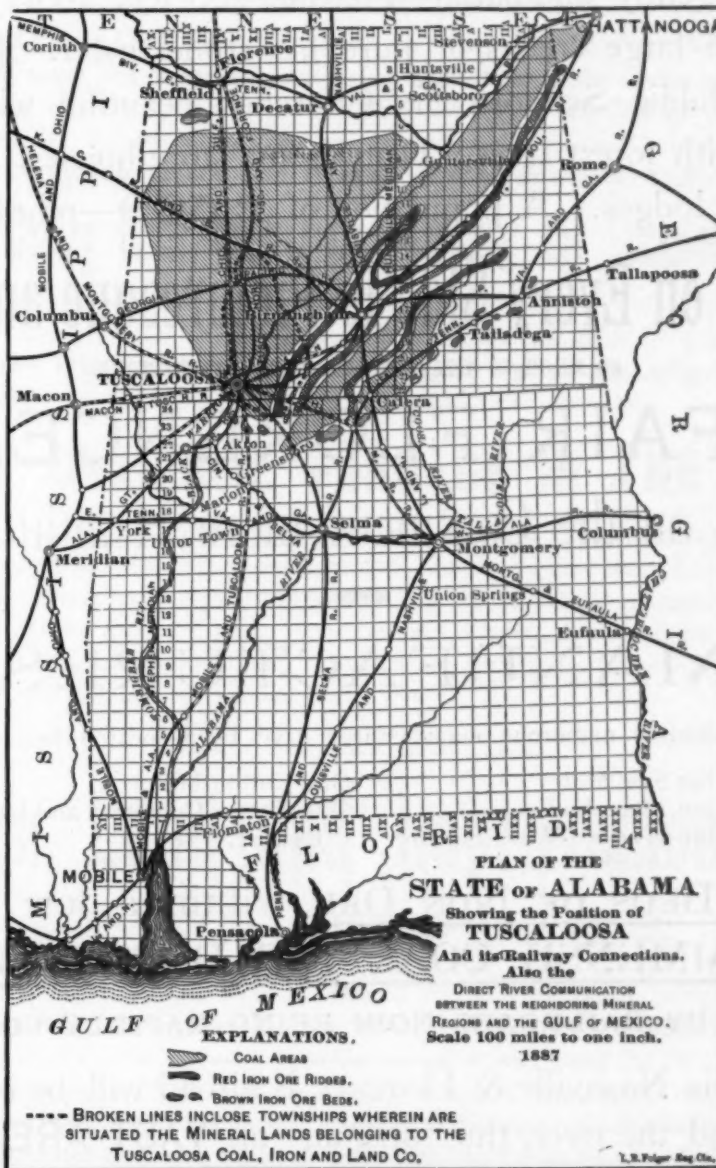
Will soon be building into the

**COTTON REGION OF MISSISSIPPI.**

**Fine Farming Region**

**Around and Below the City.**

"EXAMINE THE MAP."



**Superior Inducements**

AND

+ ADVANTAGES +

TO ALL

**Manufactories Consuming**

**WOOD,  
IRON,  
COTTON.**

**FINE COOKING COAL**

In workable veins near city, fully tested.

◀ **The Fire Clay** ▶

Existing in inexhaustible quantities, has been  
practically tested and pronounced

**The Best yet Discovered in the South.**

**Street Car and Dummy Lines**

**NOW BUILDING.**

◀ **Water Works and Electric Lights** ▶

**TO BE PUT IN AT ONCE.**

**COTTON MILL**

**In Successful Operation.**

ALSO

**LARGE BRICK WORKS**

**COTTON-SEED OIL MILL, &c.**

Manufacturers Seeking Locations in the South have here



**THE GOLDEN OPPORTUNITY.**



Many have availed themselves of it, but such is the wonderful richness of the resources of this section that there is

— ◉ ROOM FOR ALL ◉ —

**THE Tuskaloosa Coal, Iron & Land Co.,**

Owning 4,600 acres of city and suburban property, and 40,000 acres of mineral and timber lands, offers liberal inducements to manufacturers  
to locate at Tuskaloosa, Nature's City, and invites correspondence and the fullest investigation of its claims. Address

**W. C. JEMISON, President Tuskaloosa Coal, Iron & Land Co., TUSKALOOSA, ALA.**

# Florence, Ala.

## County Seat of Lauderdale County.

At Head of Navigation on Tennessee River, and at Foot of Muscle Shoals Canal,  
which will be open Jan. 1st, 1888.

**SITUATED** on a gently undulating Plateau, 200 feet above high-water mark, surrounded by three large creeks of pure free-stone water. It has a Court House, Two Colleges, Four Public Schools, Six Churches, beautiful wide streets, graded and graveled, and shaded with forest trees; Hotels, fine store houses, Masonic, Odd Fellows, K. of H. and L. of H. lodges. A population of 2,500—moral, social and hospitable.

**The Scenery on Every Side is Picturesque and Beautiful.**

SO MUCH SO THAT IT IS CALLED BY VISITORS

**'FAIR FLORENCE.'**

There is no Place on the Continent more Healthful and Salubrious.

## MANUFACTURES.

Within the last six months numerous manufactures have been located here, among the number:

Five Large Blast Furnaces.  
One Rolling Mill,  
Three Planing Mills,

One Saw Mill,  
One Flour Mill,  
One Wooden-Ware Factory.

One Cotton Mill,  
One Cotton Compress and Ice  
Factory.

Two Brick Machines and  
Three Hand-Brick Yards.

There are VAST BEDS OF IRON ORE within a few miles North and  
IMMENSE COAL FIELDS SOUTH

ACCESSIBLE BY RAILROADS NOW BEING RAPIDLY CONSTRUCTED.

By the 1st of January the Nashville & Florence Railroad will be completed, making three lines of railroad, and the river, thus opening up VAST AREAS OF TIMBER, IRON ORE, COAL, Marble, Limestone, Kaolin, Fire-Clay, and almost every kind of mineral and product.

THE LANDS IN THE SURROUNDING COUNTRY ARE FERTILE AND PRODUCTIVE.

*All kinds of Grain, Grasses and Fruits grow to perfection. Springs and Water Courses are numerous, and grazing for Cattle is abundant for eight months of the year.*

Pamphlets and maps furnished on application to

**Florence Land, Mining & Manufacturing Company.**

# GADSDEN, ALA.

❖ *Reasons Why Capitalists and Manufacturers* ❖  
**SHOULD MAKE GADSDEN THE FIELD OF THEIR OPERATIONS.**

**GADSDEN** is situated in the midst of the **RICHEST MINERAL SECTION OF ALABAMA**; is on the West bank of the Coosa River. This stream furnishes Cheap Transportation to the Coal Fields and Iron Veins and Beds that are found all along its banks.

The Sand Mountain, Lookout and Coosa Coal Fields are at our very doors. *This Coal Cokes equal to any Coal in the South.* The immense forests that cover the mountain and plains, and all along the Coosa and along the five railroads running to Gadsden, will for ages furnish as **CHEAP CHARCOAL AS CAN BE HAD ANYWHERE ON THE CONTINENT.** Limestone is found all around the city,—so Gadsden has in as great abundance, and at small cost, all descriptions of

➤ **Rich Iron Ores, Fine Coking Coals, best class Charcoal, and Limestone for the quarrying.** ◀

And, as an Iron center, no place in the favored State of Alabama can compare with Gadsden, when we consider our Ore and Fuel supply, our abundant Water, our unequalled Climate, **UNINTERRUPTED HEALTH and FINE TRANSPORTATION FACILITIES.** We have the most **INVITING FIELD** to all seeking locations, either for manufacturing iron in any of its varieties, or for investment in any other industries. Gadsden has to-day in successful operation the

## LARGEST CHARCOAL FURNACE IN THE STATE,

Has **Four Large Saw Mills**, with annual output of twenty million feet of the finest long-leaf Yellow Pine Lumber, three large Planing Mills, one Foundry and Machine Shop, two Gin and Flouring Mills, large Furniture, Sash and Door Factory, two Metallic Paint Mills, Ice Factory, a splendid system of Water Works, 80 pounds pressure, large steam Brick Works, and in course of construction a 100-ton Coke Furnace, being built by the Gadsden, Alabama, Furnace Co.; has stock subscribed for an additional Charcoal Furnace, has a National Bank, Cotton Compress, large Cotton Warehouse, handling 15,000 bales cotton, and a magnificent agricultural country all around us.

➤ **The Gadsden Land and Improvement Company** ◀  
**OWNS 3,000 LOTS,**

And invites capitalists and manufacturers to come to Gadsden and see its advantages, pledging themselves to donate to any manufactory locating here, and working twenty-five men or more, **GROUND UPON WHICH TO LOCATE PLANT**, accessible to railroad or river. *Our Railroads afford transportation facilities equal to any point in the South.*

The Rome & Decatur gives close connections with the East Tennessee, Virginia & Georgia and Louisville & Nashville systems, the Anniston & Cincinnati with East Tennessee, Virginia & Georgia and Richmond & Danville, also the Alabama Great Southern Railroad; the Tennessee & Coosa Railroad with Alabama Great Southern, also the Tennessee River at Gunterville and the Central Railroad, when built, from Casselton to Decatur, making us on the short line from Kansas City and the West to Atlanta and the South Atlantic Coast.

## Lots are Sold on the Most Favorable Terms :

One-third CASH, balance in one and two years.

We have a population of over 4,000, good Schools, and Churches of all denominations; splendid system of Electric Lights, Telephone Communication over the city, also to Rome, Ga. Boats run regularly the year round on the Coosa, carrying U. S. mail and freights from this point to Rome, Ga., a distance by water of 154 miles.

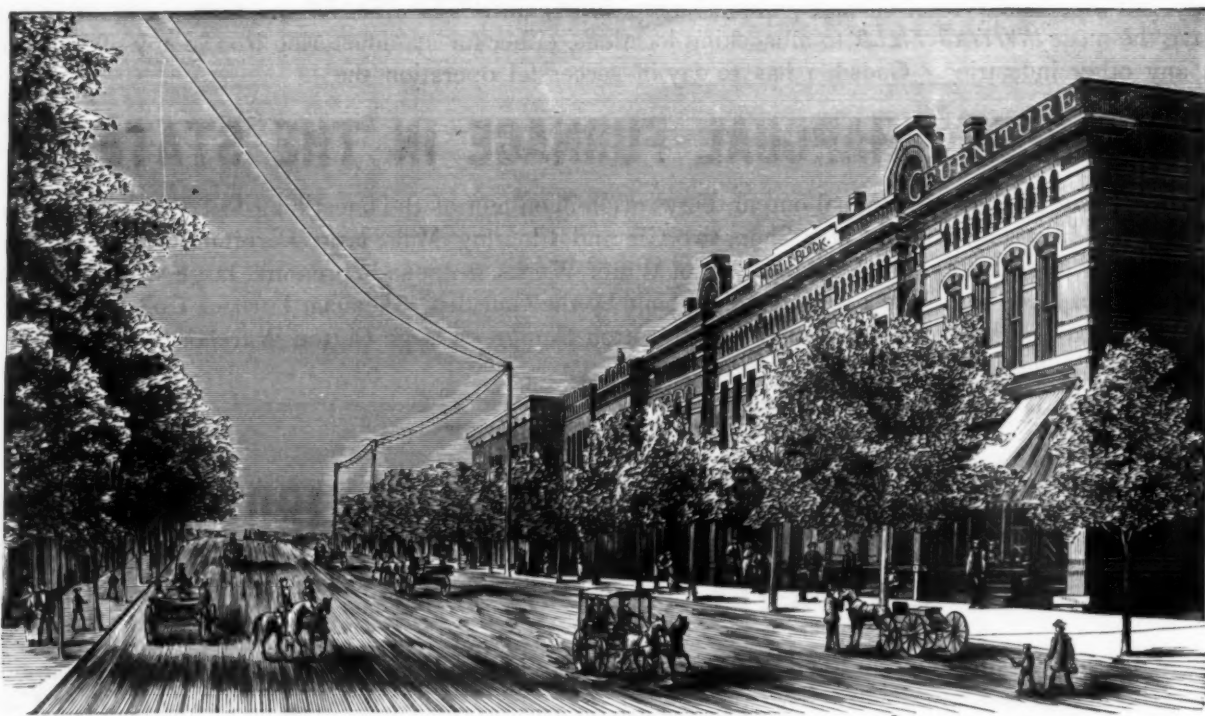
FOR FURTHER PARTICULARS, ADDRESS SECRETARY OF

**The Gadsden Land and Improvement Co.,** ❖ **Gadsden, Ala.**

# ANNISTON, ALA.

## "The Model City of the South."

**T**HERE is no healthier or more charming place of residence in America than Anniston; built on the slope of one of the highest of the chain of the Blue Ridge in Alabama, it commands scenery that is unapproachable in the State. Nature could not have formed a more beautiful place for man to build a city or given greater natural advantages. The natural drainage is most thorough and complete, while in addition the city is preparing a system of underground sewerage. *A more delightful and invigorating climate cannot be found anywhere:* mild in winter, cool in summer, a thousand feet above the Gulf, with the high and broken chain, range after range in the east, Blue Mountain in the north, Coldwater Mountain in the southwest, make Anniston the *coolest, healthiest and most attractive of any city in the South.* It has the richest agricultural country surrounding and tributary to it in the State, to support a manufacturing and mercantile population. The mountain sides will grow the grape and every kind of large and small fruit to perfection, and the valleys every product of diversified farming. *It is in the heart of the richest mineral district of the South,* and commands the great fields of brown hematite ores on which the great and successful manufacture of iron must in the end depend for quality and profit in every branch of most skillful and best manufactures of iron and steel. It has tributary to it the best and most extensive pine forests in North Alabama, that are reached by roads owned and controlled by Anniston citizens, while it has secured to its industries the very best coal mines and coking coal in Alabama. There is no city in America, in proportion to population, that has the manufactures of Anniston, or employs as many working men, or does a larger mercantile business. The industries already in full and profitable operation in Anniston are the **two Woodstock Furnaces** producing six hundred tons of Standard Car Wheel and Malleable Iron per week, and the **two Clifton Furnaces**, tributary to Anniston, producing nearly as much more. **The Car Works** are fully employed turning out forty cars per week, and are introducing new machinery and larger engines to increase their capacity to twenty cars per day. **The Rolling Mill and Car Wheel Foundry and Steam Forge** are among the largest in the South, of a capacity of two hundred wheels, a consumption of 120,000 pounds of metal per day, exclusive of the Rolling Mill and Steam Forge. These works are being enlarged to meet the increasing demands upon them. **The Cotton Factory** is one of the largest in the South, containing 11,700 spindles, and is running to its full capacity, while the foundry of **Murray & Stevenson**, and machine shop of **Pindar & Co.**, and planing mills of **Miller & Smith and Farrar & Co.** employ a large number of men and are crowded with work. The new industries that are now under way and provided for will within the next twelve months **Add Four Thousand Additional Working Men to Anniston's Population.** Two of the **Largest Iron Furnaces in the South**, capable of producing two thousand tons of iron per week, are progressing rapidly, and one of the **Largest and most complete Pipe Foundries in the world for the production of Gas and Water Pipe** is under construction,—it will employ nine hundred men.



NORBLE STREET—ANNISTON.

**The Steel Bloomery**, for the production of Steel Blooms, is nearly completed, and the **Fire-Brick Works of Taylor & Sons** are ready for operation. The **Ninety-Inch Morse Cotton Compress**, with its warehouses, will be ready to receive the coming crop. Forty thousand bales, it is estimated, will be secured to Anniston from the territory that its system of railroads have opened up. The completion of the **Anniston & Cincinnati Railroad** during the present year, that will be owned and controlled by Anniston's citizens, opens up new territory and forms a *New and Shorter Grand Trunk Line to Cincinnati and the great Northwest, and to the Southwest via New Orleans and Shreveport.*

It is only the profits of business and labor that can add to the wealth of a community, add to or maintain the value of real estate, and add to the prosperity of its people. Having this in view, every industry and business in Anniston is established on a *profitable* basis. All its merchants are doing a large and profitable business, far larger than they prepared for or anticipated; it is the same with the manufacturers, while *not a dollar of debt has been created*, either by issue of a bond or placing of a mortgage on any of its old or new industries, leaving their earnings free from fixed charges that must be paid in times of depression as well as of prosperity. *To the investor, either in business, manufacturing or real estate, nowhere else are presented opportunities as safe, secure and certain as at Anniston, or where they can rest on as healthy and solid foundation.* It has trunk line railroad communication with all parts of the United States, and freight rates with the most favored of Southern cities. Two lines of railroads are owned and controlled in the interest of Anniston by its own citizens. *It has the best system of Water Works*, with the purest well water from three hundred feet below the surface, drawn from white quartz sand and gravel, and distributed through the city, with a pressure of 100 pounds to the inch, from a reservoir always full, protecting the city against fire and giving it the lowest rate of insurance. *The city is practically free from debt, and taxation limited to one-half of one per cent.* *The means for education are the very best.* Public Schools of a high grade are provided. One of the finest and best institutes for Young Ladies has been opened, and a College for Boys and Young Men, to which a School of Technology and Chemical Assay Laboratory have been added, is now nearly completed, and the best of teachers and professors secured for both. There are Churches for all denominations, and Hotel Accommodations that are not surpassed in Europe or America. **The ANNISTON INN** provides the quiet and comfort of the most luxurious home. *The streets are wide, macadamized, and rolled hard and smooth for pleasant drives.* STREET CARS AND DUMMY LINES are being built to different parts of the city, and the **ELECTRIC LIGHT** service enlarged and improved, leaving nothing undone to promote the comfort of its citizens and maintain and increase the value of their property and profits of their business.

**The Anniston City Land Company, or the Bureau of Information**, will give any information desired when applied to, and invite all wishing a charming place in which to live, to do business or to make profitable investments, to visit

—ANNISTON.—

# CONSTRUCTION DEPARTMENT.

**WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.**

## ALABAMA.

**Anniston.**—There are prospects of another fire-brick works being started.

**Anniston.**—It is reported that parties are figuring on the establishment of works for manufacturing railroad switches, frogs, &c. If anything be done, the Anniston City Land Co. can give information.

**Anniston.**—Farrar & Gatchel will start the manufacture of brick from furnace slag.

**Anniston.**—W. L. Hill, previously reported as contemplating erecting a three-story brick building on Noble street, has decided to build at once. The upper part will be used as a hotel.

**Anniston.**—It is stated that Tyson & Jones will probably move their carriage works from Carthage, N. C., to Anniston.

**Anniston.**—It is reported that Walter R. Burgess, of Pittsburgh, Pa., will make efforts to organize a company to manufacture glass ware, crockery, &c.

**Arbacoochee.**—T. P. Doiler, of Nashville, Tenn., will probably open a gold mine near Arbacoochee.

**Auburn.**—The contract to erect the laboratory for the Agricultural and Mechanical College, previously reported, has been awarded to Floyd & Stevens, of Opelika, at \$11,900. Bids for erecting the main building will shortly be wanted.

**Bessemer.**—The Louisville & Nashville Railroad Co. have plans prepared for a depot.

**Birmingham.**—A. E. Burke, of New Orleans, La., and others, previously reported as to develop the Cross gold mine, near Tallapoosa, Ga., have organized the Camille Gold Mining Co., capital stock \$1,500,000. J. N. Carpenter, of Natchez, Miss., is president; W. P. Pinckard, Birmingham, vice-president, and A. E. Shaw, Natchez, secretary and treasurer. They have, it is said, bought \$100,000 of machinery.

**Birmingham.**—The Thomas Iron Co. have opened a new mine at Grace's Gap.

**Birmingham.**—The Birmingham Tannery & Manufacturing Co. contemplate erecting an abattoir.

**Birmingham.**—The Gate City Land Co. contemplate building a railroad from Gate City to Birmingham. Estimates have been prepared.

**Birmingham.**—It is reported that the Kansas City, Memphis & Birmingham Railroad Co. will establish large machine shops.

**Birmingham.**—The Birmingham Union Railway Co. have asked for permit to build a dummy line along First avenue.

**Birmingham.**—It is reported that plans are being prepared for a chain factory.

**Birmingham.**—The Electro-Libration Co. has, it is stated, been chartered by John N. Webb and others.

**Blountsville.**—The name of the company reported last week as being formed to build a dummy railroad to Bangor is the Blountsville, Louisville & Nashville Dummy Railroad Co. F. N. Hudson is president, and

A. D. Howell, secretary. The road will be about 12 miles long.

**Bridgeport.**—John H. Anderson, reported last week as erecting a band saw mill, will put in machinery to manufacture lumber.

**Calera.**—The capital stock of the spoke and handle factory reported last week to be built will be \$20,000. The South Calera Land Co. can give particulars.

**Decatur.**—E. S. Johnson will erect a brick building to cost \$6,500.

**Gadsden.**—Pogue & Herzberg have added a planing mill to their saw mill.

**Jackson.**—Bids for erecting a college to cost about \$5,000 will be received until September 22 by L. D. Watson.

**Jasper.**—It is rumored that a large number of coal mines will be opened soon.

**Mobile.**—The Alabama Terminal Railway Co., J. W. Woolfolk, 7 Nassau street, New York, president, have, it is said, the contract to build the Alabama Midland Railroad. Total length is about 170 miles.

**Notasulga.**—A steam grist mill has been erected by Shener & Lithgo.

**Riverside.**—The Riverside Land & Lumber Co. will build a lath mill with a capacity of 75,000 per day. Want machinery.

**Selma.**—The Birmingham, New Orleans & Selma Railroad Co. will hold a meeting October 10 to consider increasing capital stock to \$1,000,000.

**Siluria.**—The lime works of C. G. Wagner, reported last week as burned, are being rebuilt.

**Talladega.**—A. C. Skelton will probably start a mill near Talladega.

**Troy.**—A company has been formed to build a telegraph line along the Alabama Midland Railroad. E. H. Bashinky can give particulars.

**Tuskaloosa.**—E. P. Cockburn and Arthur Laycock, reported last week as to start a mattress factory, have organized as the Tuskaloosa Mattress Co.

**Tuskaloosa.**—The Southern Suspender Factory has been started by T. Block.

## ARKANSAS.

**Alexander.**—August Gachot, L. J. Gachot and Charles Ettenie are opening mines on the property of S. P. Lee.

**Boydsville.**—Mr. Johns will move his flour mill to Boydsville and add a circular saw mill.

**Cleveland.**—H. M. Howser & Co. will erect a warehouse 80x120 feet.

**Greenville.**—Carrington & Noble are, it is reported, rebuilding their mill and gin, burned last year.

**Hot Springs.**—The Blue Mountain Gold & Silver Mining Co. has been chartered with George J. Lawrence as president; William H. Martin, secretary, and W. H. Hocker-smith, treasurer. The authorized capital stock is \$3,000,000.

**Lilly.**—C. E. Leiendecker will at once rebuild his saw mill, reported last week as wrecked by an explosion. The daily capacity will be 20 M feet.

**Little Rock.**—C. F. Fischer has the contract to erect a new church for the German Lutheran Church. It will be 60x100 feet, with a spire 170 feet high.

**Mammoth Spring.**—The Mammoth Spring Improvement & Water Power Co. have let the contract to build the large stone dam, lately reported, to Hiedlebury & Co., of Pleasanton, Kan. It will cost about \$18,000.

**Morrilton.**—It is reported that W. E. Case, of Newcomerstown, O., will purchase iron ore lands with a view to developing and building an iron furnace.

**Nashville.**—Wamack & Short have erected a mill and cotton gin.

**Pine Bluff.**—St. Luke's Episcopal Church contemplate building new brick church.

**Searcy.**—The White County Transfer Co., capital stock \$5,000, has been organized with A. W. Yarnell as president, and J. M. Battle, secretary and treasurer.

**Texarkana.**—It is reported that Mr. Hinckley has contracted to complete the Texarkana Northern Railroad to Fort Smith.

**Wittsburg.**—C. B. Slagle has been awarded the contract to build a courthouse for Cross county.

## FLORIDA.

**Apalachicola.**—A saw mill is reported to be erected.

**Apopka.**—The Apopka, Clay Springs & Gulf Railroad Co. is being formed. The capital stock will probably be \$300,000.

**Apopka.**—The Salem Iron Works, of Salem, N. C., will start a branch foundry and machine shop.

**Cedar Key.**—The American Refrigerating & Construction Co., of Harrisburg, Pa., will erect the ice factory referred to last week. The daily capacity will be ten tons.

**Jacksonville.**—The Harwood Land Co. has been organized with John H. Hubbell as president.

**Jacksonville.**—J. E. Merrill & Bro. have asked for permit to erect a one-story boiler and forge shop, 40x175 feet.

**Leesburg.**—A cigar factory will be started by Mr. Ornwieg.

**Oakland.**—The Orange Belt Investment Co. have lately put some new machinery in their machine shops.

**Ocala.**—Mann Bros. and John Codero have purchased machinery for an electric light plant. Will use the Brush system.

**Ocala.**—A. E. Waterman will erect an electric light plant.

**Okahumpka.**—The Okahumpka & Riverside Land & Improvement Co. has been organized with J. F. Richmond as president; R. A. Green, vice-president; W. M. Bennett, secretary, and John Ellis, treasurer.

**Palatka.**—The street railroad, lately reported, will be built by the Palatka Street Railroad Co.

**Pensacola.**—The Pensacola Gulf Land & Development Co., capital stock \$500,000, has been organized with J. C. Petterson as president; S. N. Van Praag, secretary, and W. D'Alemberte, treasurer.

**Seaside.**—Parties from Omaha, Neb., will erect a hotel to cost \$15,000. C. T. Wall can probably give particulars.

**St. Augustine.**—The St. Augustine Improvement Co. are preparing to erect a large brick building for Mr. Messon.

**Tampa.**—Water works and an electric light plant will probably be erected. The mayor can give information.

**Tavares.**—It is reported that arrangements are being made to extend the Blue Spring, Orange City & Atlantic Railroad to Tavares.

**Waldo.**—A ten-ton ice factory and a cold storage warehouse will be erected by the American Refrigerating & Construction Co., of Harrisburg, Pa.

## GEORGIA.

**Americus.**—All bids for building the water works previously reported have been rejected, and the city will probably build the works.

**Atlanta.**—A bill has been introduced in the legislature to incorporate the Jackson & Indian Springs Railroad.

**Augusta.**—Machine shops will be established by the Augusta & Chattanooga Railroad Co.

**Banning.**—U. B. Wilkinson will put about \$4,500 of new machinery in his paper mill to increase capacity.

**Blythe.**—J. E. Carswell is rebuilding his gin, reported last week as burned.

**Butler.**—E. B. Waters & Co. have the contract to build the bridges and trestles on the Georgia Southern & Florida Railroad; also the contract to furnish ties.

**Cedartown.**—The Dugar Engine & Rod Co., capital stock \$50,000, has been organized with A. G. West as president; J. O. Hardwick, vice-president; J. R. Barber, secretary and treasurer, and D. H. Dugar, manager. Will soon build works to manufacture connecting rods and journals, automatic engines, &c.

**Columbus.**—The Columbus Compress Co. have purchased two hoisting engines, and are building a tramway.

**Conyers.**—The Conyers Oil & Fertilizer Co. will improve their mill.

**Conyers.**—Efforts are being made to build a railroad to granite lands about 4 miles from Conyers. If the road is built several quarries will be opened and developed.

**Dahlonega.**—Charles Davis and others will develop iron ore mines and probably build a railroad.

**Dahlonega.**—S. S. Smith has bought the Adams mine, in Lumpkin county, and will erect a stamp mill.

**Foster Mills.**—W. G. Foster & Bro. have lately added new machinery to their flour mill.

**Gainesville.**—G. P. Boone & Bro. have organized a stock company to start the furniture factory reported last week as projected.

**Griffin.**—Efforts are being made to organize a company to build a large cotton factory.

**High Shoals.**—The New High Shoals Manufacturing Co. are, it is stated, putting additional machinery in their cotton mill.

**Holton.**—T. J. Carling, H. R. Brown and S. B. Price, of Macon, are probably interested in the company lately reported as to develop stone quarries.

**Holton.**—A steam grist mill and ginney and a fertilizer factory will be erected by Myrick & Bowman.

**Lincolnton.**—Hollenshead Bros. & Wilkes are adding new machinery to their saw mill.

**Macon.**—The Consumers' Gas Co., previously reported, will probably begin work on their plant October 15.

**Rome.**—A new pump has been purchased for the Rome water works.

**Savannah.**—The Ocean Steamship Co. have contracted for two new piers, each 200x500 feet. Will make other extensive improvements.

**Thomasville.**—Eaves & Chase have been awarded the contract to improve the courthouse at a cost of \$10,578.

**Washington.**—C. D. Robertson has erected a ginney.

**Washington.**—Sims & Pharr contemplate erecting a grist mill.

## KENTUCKY.

**Barren Fork.**—The Barren Fork Mining & Coal Co. will replace their engine-house and hoisting machinery reported in this issue as burned.

**Broadhead.**—A saw mill will be built by J. W. Tate.

**Covington.**—Emanuel H. Austerlitz, George H. Beaman and Phillip Goldsmith have chartered the Covington Hide & Leather Co., capital stock \$40,000.

Henderson.—The Henderson Gas Co. are making some improvements to their gas-house.

Hopkinsville.—A mattress factory has been started by A. W. Pyle.

Lewisport.—T. M. Blanford has erected the planing mill previously reported.

Louisville.—The Citizens' Electric Light Co. will put in their plant immediately, and have it in operation about October 10.

Louisville.—The Bowles Natural Gas Co., previously reported, will sink about 5 wells whether successful in finding gas or not.

Louisville.—The Parkland Hills Hotel & Amusement Co., previously reported, have selected a site for their hotel and cottages.

Louisville.—The Green River Natural Gas & Mining Co. has been organized with James F. Callahan as president, and Charles Warren, secretary and treasurer.

Louisville.—Samuel Castleman, H. W. Frankel, S. E. Edmunds, A. E. Richards, Nathan F. Block and others have chartered the Enterprise Natural Gas Co., capital stock \$1,000,000.

Marion.—A large hotel is to be built at the Crittenden Sulphur Springs near Marion. R. C. Walker can give information.

Marion.—A roller flour mill is being built. R. C. Walker can give information.

Marion.—A broom factory has been started.

New Hope.—The Falls City Natural Gas Co., of Louisville, previously reported, will sink a well.

Owensboro.—F. T. Gunther, John Wandling, E. P. Millett, J. N. Courtney and others are interested in the company reported last week as being formed to sell and manufacture the Bennett gas economizer. The capital stock is to be \$100,000.

Paducah.—The Paducah Coal, Iron & Land Co., previously reported, are inspecting their mineral lands with a view to developing at once.

Pike County.—H. S. Welton, president Milton Furnace & Coal Co., Wellston, O., is examining coking coal lands with a view to purchasing.

Somerset.—F. P. Curtis will rebuild his saw and stave mill reported last week as burned.

Winchester.—J. L. Frazier and W. A. Attersall have been appointed a committee to receive proposals for building water works.

Winchester.—T. G. Stuart & Co. have been granted a franchise to build street railroad.

Winchester.—Benjamin Gardner has leased the planing mill of J. W. Gardner & Bro. and will put in additional machinery.

#### LOUISIANA.

Alexandria.—Ingram & Olin, previously reported as building a planing mill and a tank factory, will add a flooring machine about January 1, and stave machinery as soon as it can be made.

Farmerville.—William & James Roun, P. K. Smith and W. S. Pickens will each erect a gin.

New Orleans.—The Louisiana Electric Light & Power Co. have made a proposition to erect an incandescent plant at the Charity Hospital.

New Orleans.—The Standard Guano & Chemical Manufacturing Co., previously reported, will increase the output of their works from 50 per cent. to 75 per cent.

New Orleans.—The People's Brewing Co., lately reported as chartered, have purchased a site for a large brewery. E. Ehrensing is president.

Shreveport.—A glue factory and fertilizer works, three stories, 80x90 feet, will be erected by A. S. Toombs.

Shreveport.—A company has been formed to start a steam laundry. Have purchased machinery.

Shreveport.—The Monroe Ice Co., of Monroe, and others will form a company to build an ice factory and a cold storage warehouse. Have bought a site and will bore an artesian well at once.

Shreveport.—George Maas will start a factory to manufacture buckets, kegs, &c.

#### MARYLAND.

Baltimore.—William J. Daly will erect 8 three-story houses on Fulton avenue. James H. Gable will erect 7 three-story houses corner of Stockton and Tennett streets. George L. Dunkerly will erect 10 two-story houses on Falls alley.

Baltimore.—Charles H. Call's will erect 9 three-story brick houses corner of Fulton and Harlem avenues and 3 three-story brick houses on Harlem avenue.

Baltimore.—The Farmers' & Merchants' National Bank will erect a new bank building corner South and Lombard streets. It will be about 70x100 feet.

Chestertown.—The Chestertown Straw Board Mill has been repaired and improved.

Frederick.—Broadbent & Bro., of Baltimore, contemplate establishing a soap factory.

Prospect.—Andrew Boyle has lately enlarged his canning establishment.

Washington, D. C.—The Catholics have selected Washington as the location for their proposed large university. E. F. Baldwin, of Baltimore, has prepared plans.

#### MISSISSIPPI.

Charleston.—A shoe and saddle factory will, it is said, probably be established.

Lula.—It is reported that the Louisville, New Orleans & Texas Railroad Co. (office, Memphis, Tenn.) will build a branch road from Lula to a point opposite Helena, Ark.

Natchez.—The Adams Manufacturing Co. have improved their cotton-seed oil mill and added new machinery, and have contracted for electric light machinery.

Natchez.—Lewis Petkovsek is erecting wood-working machinery.

Natchez.—The Lee Oil Works have been overhauled and improved.

#### NORTH CAROLINA.

Asheville.—The building reported last week as to be erected by Thomas D. Johnston will not be a hotel as stated.

Asheville.—The Asheville & Tennessee Railroad Co., previously reported as chartered, have organized by electing S. R. Kepler, president; Natt Atkinson, vice-president, and J. W. Courtland, secretary and treasurer.

Burgaw.—The contract to erect the jail, previously reported, has been let to H. C. Black & Bros., of Fayetteville, at \$2,860. The Pauly Jail Building & Manufacturing Co., of St. Louis, Mo., have the contract for the cells at \$2,100.

Central Falls.—The Central Falls Manufacturing Co., reported last week as having enlarged their cotton factory, are now making the additions, which consist of a dye-house, 64 plaid looms, etc.

Concord.—A Brush electric light plant will be erected. J. M. Odell can give information.

Conover.—The Conover Manufacturing Co., capital stock \$1,500, has been formed to manufacture sash, doors, blinds, etc.

Dalton.—A spoke and handle factory is to be erected shortly.

Durham.—The city has voted the \$100,000 subscription to the Durham & Northern Railroad, previously reported.

Durham.—E. J. Parrish, lately reported as to build a large tobacco warehouse, has let the contract to Linthicum & Bethell.

Gold Hill.—The Gold Hill Mining Co., of London, Eng., are, it is reported, raising money to put their mine in shape for permanent operation.

Granville County.—It is stated that the owners of the copper mines in the north-

eastern part of the county contemplate putting in a complete plant of mining machinery and furnaces.

Henderson.—W. M. & C. Watkins will build a tobacco warehouse, 50x200 feet.

Henderson.—The city has voted a subscription to the Northern & Durham Railroad.

King's Mountain.—Mr. Armstrong is developing an iron mine 5 miles from King's Mountain.

Montgomery County.—The name of the \$200,000 company, lately reported as purchasing the Sam Christian gold mine and to spend a large sum in erecting pumping plant, etc., is the Sam Christian Gold Hydraulic, Limited, of London, Eng.

Monroe.—John Shute & Sons are erecting a woolen mill, flour mill, grist mill and cotton ginny.

Morganton.—The Morganton Land & Improvement Co., previously reported, are developing a manganese iron ore mine.

Mt. Airy.—A hotel is reported to be built.

Murphy.—The Cherokee Iron & Marble Co., capital stock \$500,000, has been formed to develop mineral lands near Murphy. The company own about 1,400 acres. Mr. Ruffner, of Virginia, is president, and J. G. Gibbs, of Jacksonville, Fla., is interested.

New Berne.—The wood pulp mill at Graywood has, it is reported, been enlarged.

New Berne.—W. B. Blades & Bro. have contracted for five dry kilns, and the New Berne Lumber Co. have contracted for four kilns.

Oxford.—The city has decided to issue the \$10,000 bonds to build the city hall and market-house reported last week. The mayor can give particulars.

Raleigh.—M. A. Parker is enlarging his prize factory.

Raleigh.—Lipscombe & Faison, lately reported as to build a prize factory, have commenced work. It will be four stories, 45x120 feet.

Raleigh.—F. L. Love has contracted to erect a large prize factory for Ivan M. Proctor. One or more other prize factories will probably be built.

Rutherfordton.—J. B. Morris and J. C. McFarland have recently commenced developing mines in Polk county.

Smith's Creek (P. O. at Kershaw).—A grist mill and cotton ginny are being erected by R. P. Midyette.

Stella.—The White Oak River Lumber Co. have contracted for three dry kilns.

Sunshine.—L. C. Daily will start a tannery.

Thomasville.—It is reported that H. F. McCarty has sold his Standard mine to an Ohio party for \$50,000.

Warrenton.—Parties from Pennsylvania are preparing to develop a mica mine near Warrenton.

Wilmington.—The Wilmington Street Railway Co. will, it is stated, commence work on their road October 1.

#### SOUTH CAROLINA.

Charleston.—F. W. Wagener, George A. Wagener, James Simons, William M. Bird, H. Furchgott and others have incorporated a \$15,000 stock company to start a furniture factory, &c.

Charleston.—The East Shore Terminal Co., capital stock \$20,000, has been incorporated by William A. Courtenay, William E. Huger, Samuel J. Pregnall, C. S. Gadsden, William H. Brawley and E. C. Williams, Jr. Will build a railroad.

Charleston.—A bill will be introduced in the next session of the legislature at Columbia to charter the Eastern Barnwell & Western Railroad, to extend from at or near Charleston to some point on the Savannah

river between Edgefield and Hampton counties. W. H. Duncan will be interested.

Cheraw.—A \$50,000 stock company has been formed to operate the Henshaw Iron Works, which are to be moved to Cheraw. W. A. Henshaw can give particulars.

Rock Hill.—The Rock Hill Cotton Factory is being repaired and new boilers are being put in.

Sumter.—The proposition of the Maryland Electric Motor Manufacturing Co., of Baltimore, Md., to erect an electric light plant, reported last week, has been accepted. Will also build an electrical railroad.

Winnsboro.—The owners of the Winnsboro granite quarries are negotiating the formation of a \$100,000 stock company to more extensively develop the quarries.

#### TENNESSEE.

Bluff City.—A. F. Willey, of Grand Rapids, Mich., will, it is stated, build a lumber railroad.

Chattanooga.—The Chattanooga & Gum Log Mining Co. are testing their mineral lands in North Carolina.

Chattanooga.—It is rumored that the Winona Harvester Works, Winona, Minn., contemplate moving their plant to Chattanooga.

Chattanooga.—T. J. Lattner will organize a \$25,000 stock company to enlarge and operate his tack factory.

Chattanooga.—J. C. Vance, lately reported as purchasing the Chattanooga Cotton Factory, will enlarge it to about five times the present capacity and probably add machinery for manufacturing checks, jeans, &c.

Coal Creek.—The Black Diamond Coal Co. have opened a new mine. Surveys are being made for a branch railroad.

Fayetteville.—Lincoln county has voted a subscription of \$100,000 to the Cincinnati & Birmingham Railroad and \$100,000 to the Decatur, Chesapeake & New Orleans Railroad.

Greeneville.—The Greeneville Tobacco Manufacturing Co. are, it is stated, now building their factory previously reported.

Jackson.—The Citizens' Gas Light Co. will, it is reported, erect an electric light plant.

Jonesboro.—A flour mill is to be erected soon. G. W. Bolinger can give particulars.

Kerrville.—Wilson & Jencks will erect a saw mill.

Knoxville.—The Hanging Rock Stove Co., of Ironton, O., previously reported as contemplating moving their stove foundry to some point in the South, have, it is said, decided to move to Knoxville. A new company will be formed.

Knoxville.—Charles Kurth has put pipe-cutting and threading machinery in his plumbing establishment.

Knoxville.—A company has been formed to extensively develop marble quarries near Knoxville.

Knoxville.—M. J. Hatcher, of Macon, Ga., is negotiating for the establishment of a factory to manufacture his patent iron wagon, previously reported.

Knoxville.—The Unaka Soap Works have been chartered by Matthew McClung, William Simmonds, C. E. Lucky, S. B. Luttrell, and R. M. Rhea.

Lawrenceburg.—The Crescent Cotton Mill Manufacturing Co. will rebuild on a larger scale their factory reported last week as burned.

Memphis.—Moore & Perkins are rebuilding their saw and planing mill reported last week as burned.

Nashville.—The name of the company reported last week as formed to build a railroad from the Cincinnati Railroad to the Cumberland river near Carthage is the East & West Railroad Co. C. E. James, Chattanooga, is interested.

Nashville.—M. B. Pilcher will erect a four-story brick building to cost \$16,000.

Nashville.—The McGavock & Mt. Vernon Street Railroad Co. will build stables and car-sheds to cost \$22,000.

Tullahoma.—The board of directors of the Tullahoma & Hurricane Springs Hotel Co. have been authorized to issue \$30,000 of bonds to build the new hotels previously reported, and to improve their property.

#### TEXAS.

Brenham.—Gas works are again being agitated.

Coleman.—A stock company has been formed to erect a cotton gin.

Corciana.—Bonds will probably be issued to build a sewerage system and for street improvements.

Dallas.—The State Farmers' Alliance will locate their headquarters at Dallas and erect a building to cost not less than \$20,000.

Dallas.—It is stated that a grain elevator with a capacity of from 500,000 to 1,000,000 bushels is to be built. Frank M. Cockrell can give information.

Dallas.—D. M. Clower will build the electrical railroad at the Texas State Fair & Dallas Exposition, previously reported.

Dallas.—The Dallas Terminal Railroad Co., previously reported, have asked for permit to build railroad.

Denison.—The Denison Natural Gas & Mining Co., previously reported, have contracted to have a well bored.

Denison.—The Denison Crystal Ice Co. will increase the capacity of their ice factory from 15 to 30 tons daily.

Eddy.—An oil well will probably be bored by Mr. Erath.

Fort Worth.—It is reported that J. P. Hughes has contracted to grade the Fort Worth & Rio Grande Railroad from Granbury to Stephenville.

Gainesville.—The capital stock of the Gainesville Water Co. has been increased from \$10,000 to \$20,000.

Galveston.—The city will build a new market-house.

Galveston.—The Galveston Bagging & Cordage Co., previously reported, will have their factory in operation about January. They will put in electric light machinery and will add a small cotton cloth factory to educate skilled labor with a view to supplementing the bagging factory with a \$1,000,000 cotton mill.

Galveston.—Fox Bros. have purchased and will add to their steam bakery machinery for manufacturing crackers.

Greenville.—Efforts are being made to have the Farmers' Alliance locate their flour mill, previously reported, at Greenville.

Honey Grove.—Porter & Worrell talk of moving their flour mill from Cisco to Honey Grove.

Kyle.—It is reported that a \$3,000 company has been formed to bore artesian wells.

McKinney.—The Farmers' Alliance will build a mill.

Nacogdoches.—It is reported that J. B. Gonzalez, of New Orleans, La., has formed a \$100,000 company to develop mineral and oil lands in Nacogdoches and San Augustine counties.

Nacogdoches.—The Hubbard City Oil & Mining Co. will bore for gas.

Nacogdoches.—Machinery has been bought to start a barrel factory, probably by the Palestine Mining & Petroleum Co., of Palestine.

San Antonio.—The San Antonio Stock Yard Co., previously reported, are now building their yards.

San Saba.—Parties are prospecting for coal lands.

Waxahachie.—The Waxahachie Street Railway Co. has been chartered by Messrs. Dunlap, White, Strickland, Williams, Anderson, Lewis and others. The capital stock is \$25,000.

#### VIRGINIA.

Danville.—R. D. Flynn and others will establish a wagon factory. Have secured a site.

Fincastle.—Efforts are still being made to start a can factory.

Franklin.—Clarence H. Clark, of Philadelphia, Pa., has leased and will develop the Franklin Iron Mines.

Lynchburg.—A trunk factory is reported to be started.

Lynchburg.—John Kelly has received the contract to build two miles of the Lynchburg & Durham Railroad.

Marion.—Manganese iron ore mines near Marion are being developed by Mr. Fox, of Philadelphia, Pa.

Marion.—Henry Hull has leased the Pugh and Williams manganese ore mine to Judge Hill, of Chicago, who will develop it on a large scale.

Norfolk.—Nottingham & Wrenn are building an oyster packing house to be occupied Wright & Wills, of Boston, Mass.

Norfolk.—The Baltimore Steam Packet Co. will, it is said, make extensive improvements to their property on West Main street.

Portsmouth.—The Norfolk & Portsmouth Terminal Co., capital stock \$100,000, has been organized with William Green, of New York, as president, and Myers Spicer, of Brooklyn, N. Y., secretary and treasurer.

Pulaski City.—A stock company is being formed to build a hotel. General Imboden can give information.

Richmond.—The Manchester Railway & Improvement Co. and the Union Passenger Railway Co. have each asked for permit to build across Mayo's bridge.

Richmond.—The Richmond Coal Mining & Manufacturing Co. will issue bonds to carry on their mining and manufacturing operation.

Richmond.—J. H. Griffith & Co. have leased the cracker factory of Richard Adam and will manufacture cakes, crackers and fancy goods; also their own tin boxes. Will be known as the Old Dominion Cake & Cracker Works.

Richmond.—The Powhatan Coal Co., of London, Eng., have, it is said, bought out the Powhatan Coal Co., of Richmond, and will enlarge operations at their mines.

Roanoke.—H. H. Corsen, representing the Thompson-Houston Electric Co., of Boston, Mass., is negotiating for the erection of a plant.

Staunton.—M. Leiterman and A. D. Payne, of Charlottesville, have made a proposition to build a street railroad. J. Thompson Brown, of Richmond, will also make a proposition.

Tazewell C. H.—L. P. Evans, of Pottstown, Pa., has a sub-contract to construct part of the Clinch Valley Railroad.

#### WEST VIRGINIA.

Benwood.—It is rumored that the Riverside Iron Works contemplate erecting another furnace.

Bethany.—The Atlas Drilling Co. will sink a gas well near Bethany.

Huntington.—The Huntington Transfer Co. has been chartered by D. W. Emmons and others.

Ronceverte.—It is reported that slaughter houses, &c., to cost about \$20,000, will be erected.

St. Mary's.—W. N. Walton, Alexander Brewer, H. P. Locke, E. E. Walton and H. B. Walton have incorporated the Timber, Land & Mercantile Co. to deal in land, operate saw mills, &c. The capital stock is limited to \$25,000.

Wellsburg.—George Gibbon is sinking a gas well.

Cincinnati, Ohio.—Coleman & Reynolds are still negotiating for the removal of their horse-shoe works to some Southern city.

#### BURNED.

Atkins, Ark.—The planing mill of W. R. Pruitt.

Birmingham, Ala.—The Caldwell Printing Works; loss about \$50,000.

Camilla, Ga.—The gin of D. K. Butler, Collinsville, N. C.—The whiskey distillery of C. M. Feagan.

Dooly County, Ga.—The grist mill of John C. Fallington.

Fiat Rock, Ky.—The mining machinery of the Barren Rock Mining & Coal Co.; loss \$10,000. Will be replaced.

Gaffney City, S. C.—The saw mill of W. H. Richardson.

Halfmoon, Texas.—The mill and gin of A. J. Lawrence.

Jacksonville, Fla.—The saw mill of T. N. Cashen, damaged by an explosion. Is being repaired.

Johnson City, Tenn.—The saw mill of J. W. Constable.

Johnston County, N. C.—The saw mill and gin of Charles Stephenson.

Lewis County, W. Va.—The saw mill of D. C. Mitchell.

Montgomery, Ala.—The steam mill and gin of John M. Anderson, two miles from Montgomery.

Mount Carmel, Ala.—The steam mill and gin of James T. Giddens; loss \$3,000.

Piedmont, S. C.—The gin of Long & Stegall damaged by boiler explosion.

Poulan, Ga.—The saw mill of J. W. Price wrecked by a boiler explosion.

Rising Sun, Md.—The grist mill of James S. Addison, near Rising Sun; loss \$1,500.

Thomson, Ga.—The gin of J. W. Ellington.

Vicksburg, Miss.—The gin of Richard Middleton near Vicksburg.

Wetumpka, Ala.—The gin on the Bozeman plantation near Wetumpka.

Worth County, Ga.—The gin of J. E. Billups; loss \$2,250.

#### Will Rebuild Saw Mill.

SOMERSET, KY., Sept. 8, 1887.

Editor Manufacturers' Record:

My saw mill was burned August 30. I will rebuild. F. P. CURTIS.

#### Erecting A Saw Mill.

STEVENSON, ALA., Sept. 7, 1887.

Editor Manufacturers' Record:

We are now erecting a band mill at Bridgeport, Alabama, and expect to put in machinery for manufacturing our lumber, but have not fully decided what we will put in and how much. JNO. H. ANDERSON.

#### To Build Machine Shops.

AUGUSTA, GA., Sept. 8, 1887.

Editor Manufacturers' Record:

Machine shops, etc., of the Augusta & Chattanooga Railroad will be located at Chattanooga and at Augusta. Size, character and quantity of all shops to be extensive and for the use of an expected large business. CLEMENT A. EVANS.

BIRMINGHAM, ALA., September 10, 1887.

Editor Manufacturers' Record:

The Birmingham Union Stock Yard Co. has been formed, but organization not yet complete. H. M. McNUTT.

ATLANTA, GA., September 8, 1887.

Editor Manufacturers' Record:

I have been developing some manganese and nickel property recently. The property is in Towns county, Ga., near the Clay county line in North Carolina, and 20 miles from Murphy, N. C. The property has shown up well both as to manganese and nickel. J. D. CALDON.

#### MACHINERY WANTED.

(If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, &c.)

Bone Mill.—G. M. Lore, Concord, N. C., wants to buy a small but strong mill for grinding raw bone.

Bridge.—The Board of Commissioners, Rome, Ga., will receive bids for the building of an iron bridge across the Oostanaula river.

Brick Machinery.—Moulthrop & Stevens, Decatur, Ala., want to purchase brick machines and dryers.

Creamery Machinery.—William T. Murray, McMinnville, Tenn., wants bids on creamery machinery.

Ice Machinery.—B. H. J. Ahrens, Wilmington, N. C., wants to purchase latest improved ice machinery of about 15 tons capacity.

Iron Bridge.—The Commissioners' Court of Goliad county will receive proposals until October 20 for building a wrought iron bridge across the San Antonio river, near Goliad.

Iron Bridges.—Bids for building 12 iron bridges in Ellis county, to cost about \$30,000, will be received by the Commissioners' Court, at Waxahachie, Texas.

Iron Pipe.—Charles H. Lutz, Owensboro, Fla., wants to purchase wrought iron pipes 1, 1½ and 2 inches in diameter.

Knitting Machinery.—C. A. Rinker, Vinton, Iowa, wants the address of manufacturers of hosiery knitting machinery.

Lath Machinery, &c.—The Riverside Land & Lumber Co., Riverside, Ala., wants to buy lath machinery and engine and boilers.

Locomotive.—G. M. Serpell, Norfolk, Va., wants to purchase a narrow gauge (3½ feet) locomotive about 10 to 15 tons weight, for logging railroad.

Mattress Machinery.—The Tuskalooosa Mattress Co., Tuskalooosa, Ala., want to buy mattress-making machinery.

Spoke and Handle Machinery.—The address of manufacturers of such machinery is wanted by Bernard Gaston, Jacksonville, Ala.

Stump Pullers.—Daniel G. Brantly, Cobbville, Ga., wants to purchase machinery for pulling stumps.

Wafer Irons.—W. W. Seay, Rome, Ga., wants the address of manufacturers of wafer irons.

Water Works.—Proposals for building water works at Winchester, Ky., will be received by W. A. Attersall and J. L. Frazier.

Water Works.—The city of Weatherford, Texas, wants to contract with some company to build water works. Matt C. Cameron will give particulars.

#### Ice Machinery Wanted.

WILMINGTON, N. C., Sept. 8, 1887.

Editor Manufacturers' Record:

My intention is to build an ice factory. I have purchased the site and expect to commence building some time this winter. I want the names of some of the best machines with all the latest improvements, and by whom manufactured, &c. I expect to erect one with the capacity of 10 or 15 tons per day. B. H. J. AHRENS.

#### Will Build Electrical Railway.

DALLAS, TEX., Sept. 2, 1887.

Editor Manufacturers' Record:

Final arrangements have been made for the construction of an electrical railway on our fair grounds to be in operation by the opening of our fair and exposition October 20th next. The name of the party who intends to build it is D. M. Clower, of this city. SYDNEY SMITH.

**Will Build Lath Mill.**

RIVERSIDE, ALA., September 9, 1887.  
*Editor Manufacturers' Record:*

We are building 15 new houses, and we are also going to build a lath mill of 75,000 per day capacity, and will need lath machinery, boilers and engine. There is also a large and complete brick works to be erected at this place by Morris, Isen & Co. at once. RIVERSIDE LAND & LUMBER CO.

**Refitting Flour Mill.**

OLMSTEAD, KY., September 10, 1887.  
*Editor Manufacturers' Record:*

We are putting in a complete line of new machinery, furnished by the Case Manufacturing Co., of Columbus, Ohio. When completed we will have a full roller mill of 50 barrels capacity. W. L. BOYD & SON.

**Contemplate Building Another Cotton Mill.**

GRIFFIN, GA., September 10, 1887.  
*Editor Manufacturers' Record:*

We are thinking of building another cotton mill here next spring.

GRIFFIN MANUFACTURING CO.,  
M. J. KINCAID, President.

**Adding New Machinery.**

COLUMBUS, GA., September 10, 1887.  
*Editor Manufacturers' Record:*

We are building a 350 horse-power engine for our own works; are also adding \$3,000 of wood-working machinery for the manufacture of sash, doors and blinds. We are prepared to make coils up to 1,000 feet in length of 1 inch pipe.

COLUMBUS IRON WORKS CO.

**Will Rebuild Saw Mill.**

LILLEY, ARK., September 7, 1887.  
*Editor Manufacturers' Record:*

I will rebuild at once and put in a mill with a capacity of 20,000 feet per day.

C. E. LEIENDECKER.

RALEIGH, N. C., September 12, 1887.  
*Editor Manufacturers' Record:*

A tobacco prize house is being built for me by Mr. T. L. Love, of this place.

J. M. PROCTOR & CO.

**Additional Machinery.**

CENTRAL FALLS, N. C., Sept. 10, 1887.  
*Editor Manufacturers' Record:*

The Central Manufacturing Co. are adding an engine and boilers, a dye house and 64 looms (plaid). CENTRAL MFG. CO.

**Rebuilding Lime Works.**

SILURIA, ALA., September 10, 1887.  
*Editor Manufacturers' Record:*

Our lime works were burnt on Friday night, 2d inst.; cause of fire not ascertained positively. We are rebuilding and hope, in a very short time, to be at work again.

C. G. WAGNER.

RUTHERFORDTON, N. C., Sept. 9, 1887.  
*Editor Manufacturers' Record:*

Several mines will soon be opened in Rutherford county. The gold mines of this county are acknowledged to be the most famous in the State. Capt. J. B. Morris and J. C. McFarland have recently commenced mining operations in Polk county with very flattering prospects. Geo. Lute exhibited a very rich specimen of gold ore last week, taken up from Rev. C. B. Justice's land near town.

WM. C. IVY.

JOHNSON CITY, TENN., Sept. 5, 1887.  
*Editor Manufacturers' Record:*

We are enlarging our planing mill.

CLOID BROS. & CLARK.

**To Manufacture Engines.**

CEDARTOWN, GA., Sept. 12, 1887.  
*Editor Manufacturers' Record:*

The Dugar Engine & Rod Co. has been organized, with a working capital of \$50,000. The officers are: A. G. West, president; J. O. Hardwick, vice-president; J. R. Barber, secretary and treasurer, and D. H. Dugar, manager. The company will soon apply for a charter. The works will be located upon the east bank of Cedar creek, near the corporate limits of Cedartown. The object of the company will be the manufacture of an improved connecting rod and journals for locomotive and stationary engines, also an improved automatic engine, all invented and recently patented by D. H. Dugar, of New York. He has just completed at Anniston, Ala., an engine with all his late improvements attached, which engine is now running the electric light plant at the above place and is giving entire satisfaction. A bill is now pending before the Georgia legislature to incorporate 'The Ore Belt Railroad Co.' to be built from Cedartown to Cave Spring, a distance of about ten miles. The road will run through some of the richest iron and manganese fields in the South, and will become a splendid feeder to the E. T., Va. & Ga. R. R.

CEDARTOWN LAND & IMP. CO.

**Tank Factory & Planing Mill.**

ALEXANDRIA, LA., Sept. 9, 1887.  
*Editor Manufacturers' Record:*

We have erected a 70x80 feet tank factory and planing mill. Nearly all our machinery is in. We are running what we have, using a 35 horse power Westinghouse engine and boiler. Our facilities for building railroad tanks are not surpassed in the United States. Will put in a fast feed flooring machine about January 1st, 1888, and a new machine for making cistern staves soon as it can be made.

INGMAN & OLIN.

**Will Double Capacity.**

KNOXVILLE, TENN., Sept. 5, 1887.  
*Editor Manufacturers' Record:*

We have incorporated and purpose doubling our capacity at an early date.

KNOXVILLE BUGGY WORKS CO.

GRAHAM'S FORGE, VA., Sept. 7, 1887.  
*Editor Manufacturers' Record:*

The Chambers Valley & New River Railroad Co. was organized a few weeks ago, electing Geo. T. Mills president. The vote of this county will be taken October 6 to subscribe \$100,000 county bonds to the road. If this is carried the road will be built at once. Ample capital has been secured. This line will connect the Yadkin Valley and the Cripple Creek roads; will be some 45 miles in length.

J. W. ROBINSON.

SOUTH PITTSBURGH, TENN., Sept. 7, 1887.  
*Editor Manufacturers' Record:*

A charter for a water company has been obtained, the incorporators being Nashville & South Pittsburgh parties. As soon as the town shall have been incorporated, water works will be built.

JAS. L. GAINES.

FORT WORTH, TEX., Sept. 7, 1887.  
*Editor Manufacturers' Record:*

We have received the contract for an iron dome for the capitol at Austin, Texas.

J. T. BURT & CO.

SHELBY, N. C., Sept. 7, 1887.  
*Editor Manufacturers' Record:*

'We are putting in our cotton mill the Brush electric lights—75 lamps.

MILLER, BLANTIN & CATES.

JACKSONVILLE, GA., Sept. 3, 1887.  
*Editor Manufacturers' Record:*

We are building gin and grist mill.

WILLCOX & DOPSON.

**Bessemer Ores in Texas.**

MILWAUKEE, WIS., Sept. 10, 1887.  
*Editor Manufacturers' Record:*

I have secured, with others in Llano and Mason counties, Texas, the largest body of fine Bessemer ores and manganese I think that has ever been found on the Continent. The deposits are immense, and I expect in a very short time to see it one of the largest ore producing districts on the Continent. I have just started my men who take charge of the diamond drills, and shall develop the different properties by cross-cutting the lens of ore at a depth of 4, 8 and 12 hundred feet. One of the drills we shipped on the 26th of last month; the other, the larger of the two, will be shipped within a very few days.

GEORGE M. WAKEFIELD.

**New Machinery.**

FOSTER'S MILLS, GA., Sept. 7, 1887.  
*Editor Manufacturers' Record:*

W. G. Foster & Bro. have lately added new machinery to their flouring mill at this place.

R. L. FOSTER.

WINNSBORO, S. C., Sept. 10, 1887.  
*Editor Manufacturers' Record:*

The owners of the Winnsboro quarry are now negotiating for the formation of a company with a capital of \$100,000, and it is expected that the scheme will meet with success. The name of the quarries is the Winnsboro Granite Quarries. They have to a certain extent been developed, but the supply is inexhaustible, and the owners wish to further develop them and make a big thing of it. The granite has been pronounced by experts the finest in the United States.

THE NEWS AND HERALD.

NEW ORLEANS, LA., Sept. 9th, 1887.  
*Editor Manufacturers' Record:*

We formed the Standard Guano & Chemical Manufacturing Co., paid up capital \$200,000, and succeed the Sterns Fertilizer & Chemical Manufacturing Co., having purchased their plant, good will, trade marks, &c. We intend increasing our output from 50 to 75 per cent. this coming season. The presidents of the four leading banks of this city are interested as stock-holders.

JOHN S. RAINEY.

DALLAS, TEXAS, Sept. 9, 1887.  
*Editor Manufacturers' Record:*

The contract was closed yesterday between the city and the Farmers' State Alliance, by which the headquarters of that large organization (200,000 members) and also their cotton, grain and produce exchange were located, in this city for the period of ten years, the inducement being a bonus of \$10,000 cash given them by the city, and also a block of land centrally located, corner Wood and Market streets, on which they bind themselves to erect a building to cost not less than \$20,000 by the 1st of January, 1888.

RUST & FLOOD.

**To Build a Furniture Factory.**

GAINESVILLE, GA., Sept. 10, 1887.  
*Editor Manufacturers' Record:*

We are dealers in furniture and have about organized a stock company to build a factory, which, if organized, will begin on or about January 1st, 1888. Cannot state positively.

G. P. BOONE & BRO.

FLAT ROCK, KY., Sept. 10, 1887.  
*Editor Manufacturers' Record:*

The entire Barren Fork Mining & Coal Co.'s houses and hoisting machinery burned on 6th inst. Damage five to ten thousand dollars; fairly covered by insurance. Have already began to rebuild, and hope to be ready to ship coal in thirty or forty days.

FELIX L. BOSWORTH, Supt.

**Can Such Things Be?**

In Eastern Kentucky companies are now preparing to open coke fields and build furnaces where Bessemer ore can be made at \$8 25 per ton. The magnetic ore of the Marquette region is now hauled about 600 miles to Cleveland, where it is sold at from \$6 50 to \$8 per ton. It means a revolution in steel-making, so grave that those who are interested will not be prepared to believe it, to say that a better quality of the same ore can be mined at Cranberry, near the coke fields of Eastern Kentucky, at 40 cents a ton. The difference of about \$6 per ton in the cost of the manufacture of pig steel is so great as to make the opening of these mines and the utilizing of their products on the spot virtually a new era in metal-working.

Those capitalists who have everything invested in iron and steel works will be compelled sooner or later to take notice of the almost magical changes that are impending in their business. It is a secret yet pretty well guarded that half a dozen of the largest, wealthiest and most enterprising iron and steel makers of England and Germany have been for months in this new El Dorado of industry. They have bought immense tracts of land. Already the sites of new manufacturing cities have been decided upon. Boston, Philadelphia and Pittsburgh have not been left in this scramble for riches, and capitalists from those places have bought largely. Twenty furnaces are already under contract for immediate construction, and in less than five years plants representing the capital of many of the largest concerns in the world will be in operation in the Cumberland valley.

The first railroad to enter this region is a branch of the Louisville & Nashville system, and will give to Louisville the first connection. Two other roads are being pushed forward as rapidly as possible in the same direction.—Chicago Mining Review.

**To Develop Mineral Lands.**

JACKSONVILLE, FLA., Sept. 12, 1887.  
*Editor Manufacturers' Record:*

The Cherokee Iron & Marble Co., capital \$500,000, has been formed to develop valuable mineral interests near Murphy, N. C. The property is of great value, and only on account of its inaccessible location, heretofore has remained undeveloped. Mr. Ruffner, of Virginia, is president. The iron on this property seems to be superior to any yet found at Birmingham or elsewhere.

JAS. G. GIBBES.

**Large Tobacco Warehouse.**

DURHAM, N. C., Sept. 13, 1887.  
*Editor Manufacturers' Record:*

We have begun to erect one of the largest tobacco warehouses in the State for Capt. E. J. Parrish. The sales-floor is 205x120 feet. Plans made by ourselves.

LINTHICUM & BETHELL.

**Will Rebuild Cotton Mill.**

LAWRENCEBURG, TENN., Sept. 10, 1887.  
*Editor Manufacturers' Record:*

The Crescent cotton mill will be rebuilt with an increase of 1500 to 2000 spindles.

CRESCENT COTTON MILLS M'FG CO.

WASHINGTON, GA., Sept. 12, 1887.  
*Editor Manufacturers' Record:*

We are contemplating erecting a grist mill in the near future. SIMS & PHARR.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises, and needing machinery or supplies of any kind, will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

**A Grist, Saw and Rice Mill.**

WILMINGTON, N. C., Sept. 9, 1887.

*Editor Manufacturers' Record:*

W. C. Keith and myself (firm of B. F. Keith & Bro.) are building a grist, rice and saw mill at Colly Mills, North Carolina, Pender county. We expect to have it completed by December. We will also have water power to rent or lease out, as we will not need over one-fourth of our water power. It is 32 miles above Wilmington, N. C., and one can run a small steamer up to the mill.

B. F. KEITH, JR.

**Contemplate Doubling Ice Factory.**

SPARTANBURG, S. C., Sept. 9, 1887.

*Editor Manufacturers' Record:*

We are thinking of doubling the capacity of our ice factory before the next season, but have not fully decided yet.

W. B. HALLETT &amp; CO.

**A Cracker Factory.**

RICHMOND, VA., Sept. 9, 1887.

*Editor Manufacturers' Record:*

We will on the 15th commence the manufacture of cakes and crackers, which goods we expect to compete against the finest made anywhere, as our factory is fitted up with all the latest improved machinery.

G. H. GRIFFITH &amp; CO.

WASHINGTON, GA., Sept. 7, 1887.

*Editor Manufacturers' Record:*

It is currently reported a compress and cotton seed oil mill will be erected in Washington as soon as the Washington & Elberton Railroad is completed, which has been surveyed and enough money to grade the road is now in the hands of the treasurer of the road, but it is not definitely understood who will be at the head of the new enterprises. Washington has a beautiful park, which has recently been finished up. Water works spoken of as certain in the near future. Real estate is on a boom. Land one mile from courthouse sold for a thousand dollars per acre.

J. C. WILLIAMS.

GALVESTON, TEX., Sept. 10, 1887.

*Editor Manufacturers' Record:*

We are designing plans for Roman Catholic Cathedral at Dallas, Texas.

N. J. CLAYTON.

**Building Roller Flour Mill.**

MARION, KY., Sept. 9, 1887.

*Editor Manufacturers' Record:*

A broom factory opened here to-day. A large roller flouring mill is under construction. A company with capital stock of \$50,000 have purchased the Crittender Sulphur Springs near this place, and are ready to build the largest hotel in Southern Kentucky.

R. C. WALKER.

**New Planing Mill.**

LEWISPORT, KY., Sept. 8, 1887.

*Editor Manufacturers' Record:*

T. M. Blanford has a new planing mill at this point and will do a good business.

GREENVILLE, MISS., Sept. 8, 1887.

*Editor Manufacturers' Record:*

I have the contract to build compress warehouse. Building, 140x450 feet, and platforms 30 feet, one each side whole length. Contract for buildings only will be \$21,000.

J. J. HARTY.

NEW ORLEANS, LA., Sept. 8, 1887.

*Editor Manufacturers' Record:*

I have built a ginney known as Four-net Ginney at Gretna, parish of Jefferson, which ginney has a daily capacity of 150 bales.

H. P. FOURNET.

**To Erect a Large Tin Box Factory.**

BALTIMORE, MD., Sept. 10, 1887.

*Editor Manufacturers' Record:*

We have bought a little over 54 M square feet of ground, bounded by Maryland and Oak avenues and Walnut street and Cedar avenue, in the county.  $\frac{1}{4}$  of a mile from city limits, for the purpose of erecting extensive works for the manufacture of tin boxes, cans, &c. We, of course, branch out from this into confectioners' tinware and manufacturing specialties in our line for all trades. The main building for tin boxes, &c., will be brick, 50x150 feet, but whether 3 or 4 stories high we have not quite decided upon. There will be several off buildings. Our boiler 100 horse-power, and engine 60 horse-power, already on the grounds in wooden shed built few weeks ago. We are in hopes to be ready in working order before winter, but should we find this impossible will not start until early in spring. H. F. MILLER & SON.

**Rebuilding Saw Mill.**

MEMPHIS, TENN., Sept. 10, 1887.

*Editor Manufacturers' Record:*

Our saw mill burned September 3. We are now rebuilding.

MOORE &amp; PERKINS.

LITTLE ROCK, ARK., Sept. 10, 1887.

*Editor Manufacturers' Record:*

Mines are being opened on S. P. Lee's property by August Gachot, L. J. Gachot and Charles Ettenie. L. J. GACHOT.

**To Build Water Works.**

WASHINGTON, GA., Sept. 10, 1887.

*Editor Manufacturers' Record:*

Our town council has passed an order to appropriate \$10,000 towards water works. Nothing definite has been done yet as to contract. The plan mostly approved is, to have an iron tank on the public square of 100,000 gallons capacity, 100 feet high, with mains, &c. B. S. IRVIN.

RALEIGH, N. C., Sept. 7, 1887.

*Editor Manufacturers' Record:*

We are building a prize house, 120x45 feet, 4 stories. LIPSCOMB & FAISON.

BUTLER, GA., Sept. 10, 1887.

*Editor Manufacturers' Record:*

We have the contract to build the bridges and trestling on the Georgia Southern & Florida Railroad, as well as to furnish cross ties for same. This is a new road in course of construction from Macon, Ga., to Palatka, Fla., a distance of 290 miles. E. B. WATERS & CO.

**Saw Mill.**

JACKSONVILLE, GA., Sept. 8, 1887.

*Editor Manufacturers' Record:*

I intend starting a saw mill.

A. H. GRAHAM.

OPELIKA, ALA., Sept. 10, 1887.

*Editor Manufacturers' Record:*

We have the contract to build the laboratory at Auburn, Ala., at \$11,900. It will be a brick building with stone trimmings and slate roof. FLOYD & STEVENS.

**To Bore for Gas.**

LOUISVILLE, KY., Sept. 9, 1887.

*Editor Manufacturers' Record:*

The Bowles Natural Gas Co. has been formed and will bore for gas within and near the city at once. It is our purpose to put down five wells whether successful or not. We hope to begin within two weeks from this time.

JOSEPH HUFFAKER, Pres.

**Information about the South.**

THE marvelous mineral and timber wealth of the Southern States, their unrivalled capabilities as a manufacturing area, and the astonishing progress they are making in developing their natural resources and in utilizing their facilities for manufacture, are attracting the attention of the whole world. The extent of these resources and advantages is so fully and carefully set forth, and the progress of this development so faithfully chronicled from week to week in the **MANUFACTURERS' RECORD**, that it is now accepted everywhere as unquestioned authority on Southern affairs, and its statistics and statements are drawn upon by almost every writer or speaker on any Southern topic.

Its weekly issues constitute an authentic history of the industrial progress of the Southern States. It furnishes every week a vast variety of information on Southern affairs that can be gained from no other source. It discusses in its editorial columns and in its correspondence every topic of Southern interest. It presents the resources and development of the South in all their phases. To all who are in any way interested or concerned in the prosperity of the South, or who care to keep posted as to the industrial and commercial progress of that section, the **MANUFACTURERS' RECORD** is indispensable.

Manufacturers and others desiring to locate in the South, will find the **MANUFACTURERS' RECORD** invaluable. In every issue there are many offers from Southern towns and land companies offering free sites and financial aid to those who will establish new manufactures, or remove their plants from the North to the South. There are hundreds of openings throughout the South for factories of all kinds, foundries and machine shops, brick yards, agricultural implement works, handle factories, all classes of wood-working establishments, &c. If you desire to know what the South is doing, and what opportunities it offers for success in every line of industry, great and small, read the **MANUFACTURERS' RECORD**.

As the leading industrial paper of the South, the **MANUFACTURERS' RECORD** covers that entire section, and is closely read by manufacturers of all classes, mining operators, builders and contractors of railroads, water works, mills of all kinds, &c., merchants, capitalists and business men generally. It is undoubtedly the best advertising medium in existence through which to reach the rapidly developing manufacturing and mining interests of the fourteen Southern States. It is the most widely quoted and highly commended industrial journal in America. It is live, active and progressive, and is the recognized authority throughout the country upon the growth of the South.

Never before in the history of the South were the prospects so brilliant for a wonderful activity in all manufacturing, mining and railroad interests. Moreover, the abundant crops ensure great prosperity to the farmers. More machinery, and supplies for cotton and woolen mills, wood-working establishments of all kinds, iron works, railroads, mines, &c., will be purchased by the South during the next twelve months than ever before in the same length of time; and those who desire to secure a share of this trade, will find that an advertisement in the **MANUFACTURERS' RECORD** will prove a profitable investment, as it will bring their machinery directly before buyers in all parts of the South.

Sample copies and advertising rates mailed on application.

Published by the **MANUFACTURERS' RECORD CO.**

SUBSCRIPTION \$3.00 A YEAR.

BALTIMORE MD.

**Water Works Contemplated.**

BONHAM, TEXAS, Sept. 6, 1887.

*Editor Manufacturers' Record:*

Our city is contemplating erecting and putting in a system of water works soon.  
E. L. AGNEW.

**Machinery Wanted.**

McMINNVILLE, TEXAS, Sept. 6, 1887.

*Editor Manufacturers' Record:*

We are going to start creamery November 1, 1887, and want bids from companies on necessary machinery.  
WM. F. MURRAY.

**Spoke and Handle Factory.**

CALERA, ALA., Sept. 5, 1887.

*Editor Manufacturers' Record:*

A spoke, handle, hub, rim and bent work factory will be built at South Calera, Ala., as soon as labor can build it. The capital stock subscribed is \$20,000.  
SOUTH CALERA LAND & IMP. CO.

BIRMINGHAM, ALA., Sept. 6, 1887.

*Editor Manufacturers' Record:*

The Lomb & Hershey Co. has been duly organized with M. L. Hershey as president, and G. W. C. Lomb, secretary and treasurer. In addition to the foundry and machine shop, they will handle tools, machinery and machine supplies at manufacturers' net prices; do contract work and construction work and mechanical engineering.  
LOMB & HERSHEY CO.

**Will Enlarge Shoe Factory.**

RALEIGH, N. C., Sept. 7, 1887.

*Editor Manufacturers' Record:*

We propose to enlarge our factory 1st January, 1888, putting in the latest improved machinery, to be run by power, steam or gas, we suppose.  
W. H. WETMORE & CO.

**Foundry and Machine Shop.**

SALEM, N. C., Sept. 6, 1887.

*Editor Manufacturers' Record:*

A foundry and machine shop will be started at Apopka City, Fla., as a branch of Salem Iron Works, of Salem, under the management of C. A. Hege, J. W. Emerson and A. C. Starbird. The resident managers will be Messrs. Emerson and Starbird, at Apopka, Fla. Operations will commence at once.  
SALEM IRON WORKS.

**Ice Factories for the South.**

HARRISBURG, PA., Sept. 6, 1887.

*Editor Manufacturers' Record:*

The American Refrigerating & Construction Company has lately closed a contract to erect a 10-ton ice plant at Cedar Key, Fla., and a 10-ton ice plant and cold storage warehouse of 100,000 cubic feet capacity at Waldo, Fla. We are negotiating to locate at other points. We also have contract in Natchitoches, La., and shall erect a 20-ton ice plant at Anniston, Ala., and Bristol, Tenn., shortly. Have purchased the site at both places.  
FRED BALCOM, Gen. Man.

**Negotiating for Machinery.**

CULLMAN, ALA., Sept. 5, 1887.

*Editor Manufacturers' Record:*

The North Alabama Land & Immigration Co. are negotiating for machinery to bore for minerals, &c. Col. John G. Cullman, general manager of the company, has been North for several weeks on this business. The artesian well of the Cullman Land & Improvement Co. is now about 600 feet.  
PARKER & BROWN.

**Dummy Railroad Projected.**

BLOUNTSVILLE, ALA., Sept. 9, 1887.

*Editor Manufacturers' Record:*

Preliminary steps have been taken with a view to building a dummy railroad from here to the Louisville & Nashville Railroad, at or near Bangor, a distance of 12½ miles. The road will run through a fertile valley, and the surrounding hills are rich in valuable ores, and covered with fine timber. The first meeting held made Dr. F. N. Hudson permanent chairman, and A. D. Howell, of the News and Dispatch Publishing Co., permanent secretary.  
L. H. MATTHEWS.

WASHINGTON, N. C., Sept. 6, 1887.

*Editor Manufacturers' Record:*

I and others have in contemplation the building of a hotel on the coast of North Carolina (at Ocracoke, N. C.) for a summer resort, and are now organizing a stock company to that effect.  
C. M. BRUN.

TUSKALOOSA, ALA., Sept. 5, 1887.

*Editor Manufacturers' Record:*

We have a company for the manufacture of mattresses, the Tuscaloosa Mattress Co. Capital stock to be increased to meet the demand of the trade. E. P. Cockburn is president; Arthur Laycock, vice-president, and O. R. Cockburn, secretary and treasurer. Will supply the trade along A. G. S. R. R., L. & N. and M. & O. The Southern Suspender Factory, with capacity of 100 dozen per day, is another new venture, with Tom Clock, proprietor.  
E. P. COCKBURN.

**Large Brick Works.**

LEEDS, ALA., Sept. 8, 1887.

*Editor Manufacturers' Record:*

We are establishing a brick plant that will cost us about \$50,000. It will be a model yard, with latest improvements. Patent shearers clay house, 12 tunnels, Wingard kilns and Quaker brick-making machinery driven by Atlas engine and boiler. Capacity to begin with 40,000 per day.  
STEWART & RICKERS.

McMINNVILLE, TENN., Sept. 5, 1887.

*Editor Manufacturers' Record:*

A patent coil hoop factory has been started by E. P. Reynolds. It was put in operation about a month ago. Gives employment to about 20 hands, 10 in works and 10 getting out timber. Its annual output will be about 50 cars, or a business of about \$1,000 per month. Our creamery company has been organized. Has purchased lot and will begin erection of buildings within a week or ten days. They expect to get in operation the 1st of November. Capital stock \$3,000.  
R. M. REAMS.

**C. R. MAKEPEACE & CO.**  
**ARCHITECTS and MILL ENGINEERS**  
PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton and Woolen Mills.

BRISTOL, TENN., Sept. 8th, 1887.

I have opened an office at this place to do all classes of higher engineering, as well as furnish plans and specifications for any class of structures.  
J. F. MCADOO.

**TRUSTEE'S SALE.**

Gallatin, Tenn., Cotton Factory.

Situated at Gallatin, Tenn., 26 miles from Nashville, on Louisville & Nashville Railroad; capacity 7,000 to 7,500 yards of goods per day. Looms 44; but arranged to make when desired 70; Onanburg, 136 looms, 200 horse power engine; machinery new and in splendid condition; mill within few feet of Chesapeake & Nashville Railroad. There is also attached to factory merchant mill containing one pair of corn rocks (or burrs), and two pair of wheat rocks (or burrs); also some 30 acres and cottages (eleven in number) for operatives. Entire property cost about \$150,000, and will be sold to the highest bidder at Gallatin, Tennessee, October 10th, 1887. Sold without equity of redemption.  
For particulars, etc., address  
BANK OF GALLATIN,  
GALLATIN, TENNESSEE.

**Oil and Coal Lands.**

An interest in a property near GOSHEN, VA., adjacent to the famous Victoria Furnace, with bright prospects of anthracite coal. Vein now being developed. Geological analysis point to vein of oil. Will sell a part interest for a reasonable figure. Address  
A. S. HANCER,  
LEXINGTON, VA.

**WANTED.**

On sale or lease, a tract of good North Carolina country, about 5,000 acres, well stocked with Quail, Woodcock and Turkeys. Negotiation at hard pan price may be effected through  
CLARENCE GORDON,  
South-ern Real Estate Investments,  
59 LIBERTY ST., NEW YORK.

Offers of intermediaries, or those omitting full particulars, will not be noticed.

**WANTED.** A position as Superintendent of a Cotton Mill by a thoroughly practical man. Have had a large experience in remodeling. Can give the best of references from Northern and Southern manufacturers. Address **SUPT.**  
Care MANUFACTURERS' RECORD.

**ANSWERS WANTED TO THIS.**

A New England Cotton Spinner and Engineer will take a limited interest in a good Cotton Mill in the South of 10,000 spindles and upwards, and take operative and advisory charge, building and operating on condition that the Mill shall be fully paid for when done and running. Parties who have Cash to put into business can address  
J. P. T.,  
Care MANUFACTURERS' RECORD,  
BALTIMORE, MD.

**COPY OF ORDINANCE**

Passed by the Council of the Town of West Point, Virginia, on the 21st day of April, 1879, and re-enacted and approved on the 22d day of March, 1887.

Be it ordained by the Council of the Town of West Point, Va., that any party or parties investing in property in this town for the purpose of conducting any enterprise, such as manufactories, packing houses, &c., and actually operating the same, they shall be exempt from all corporation taxes upon such property, and all machinery and improvements thereon, for the term of ten years from the purchase of such property.

It is also ordered that the Mayor is hereby instructed to advertise this ordinance in the "MANUFACTURERS' RECORD," a paper published in the City of Baltimore, Md.  
E. WILKINSON, Mayor.

**D. W. K. PEACOCK,**  
**Real Estate Agent,**  
CARTERSVILLE, GA.

Minerals a Specialty.

Refers to THE HOWARD BANK, Cartersville, Ga.  
J. W. RANKIN, Atlanta, Ga.

**STEEL RAILS**  
COMPLETE OUT-FIT FOR

**Logging, Mining and Plantation**

**RAIL AND TRAM ROADS.**

Light Sections Rails and Spikes in stock.

Locomotives, Logging Cars, etc.

NEW AND SECOND HAND.

**HUMPHREYS & SAYCE,**

OFFICE NO. 1 BROADWAY, N. Y.

**WM. E. TANNER,**

No. 1415 Main Street, Richmond, Va.

Is prepared to furnish promptly

**LIGHT LOCOMOTIVES,**

Dummies for Street Railroads,

Pole Railway Locomotives and Cars,

ENGINES, BOILERS, & SAW MILLS.

Also, Freight Cars, of all styles, Railroad Spikes, Fish Plates, Bolts, Car Axles, Car Wheels, Trucks, Links, Pins, and other Car Forgings, Bar Iron, Steel Horse Shoes.

**FOR SALE.**

20,000 ACRES

**Timber, Coal & Iron Lands**

LOCATED IN

**FRANKLIN COUNTY, TENN.,**

Near the North Alabama State line, and on the main trunk of the Nashville & Chattanooga Railroad, 100 miles from Nashville, 12 miles from Stevenson and junction of this railroad with the Memphis & Charleston, 27 miles from South Pittsburg, 50 miles from Chattanooga, 10 miles from Cowen, 15 miles from Sewanee, the University of the South.

These lands are surrounded on all sides by iron furnaces and large coal and iron consuming centers. The location is in the midst of the Cumberland Mountains; good average soil, splendid scenery, pure air, good health, and every variety of mineral waters. The forest consists of Pine, Poplar, Oak, Ash, Chestnut, Hickory, Cherry, Black Walnut, and generally every variety of hardwood common to this country, very large, valuable, and in great quantity. The iron ores of brown hematite assaying above fifty per cent. of pure metal are apparently inexhaustible in quantity. The coal consists of three separate and distinct measures: 1st vein, top 4½ to 5 feet, hard grate; 2d vein or middle, 3½ to 4 feet, good gas, coking and grate; the 3d vein and lower, 3 to 4 feet, and superior to either of the above, approximating the anthracite. These coals are seen cropping out all over these lands, and in places much thicker, but have not been developed sufficiently to state specifically their great extent or valuable properties, except to say that the quality is apparently everything desired, and the quantity practically unlimited.

The present railroad divides this land in nearly equal parts, and the coal can be reached by a branch road within one and one-half miles, and no obstructions in the way. Splendid sites for furnaces or manufacturing purposes. Stone in great variety, good quality and of great value. The exact acreage to be ascertained by a new survey or measurement. This land can be divided into about equal parts, giving to each half all the minerals, timber and facilities needed, and will be sold and divided in this way if desired. The present owners will take and reserve one quarter interest if allowed to do so. This property has only to be examined by an expert, and its present and prospective money value approximated. Title perfect. Terms, one-fourth cash, balance in one and two years, and price very low. For further information and particulars address

**NASHVILLE,**

Care MANUFACTURERS' RECORD,  
BALTIMORE, MD.

**FOR SALE.**

30,000 ACRES

**Timber and Iron Lands,**

LOCATED IN

**Perry County, Tenn.,**

On the waters of the Tennessee and Buffalo rivers, about sixty miles west from Nashville, and on the projected Midland and Ohio Valley Railroads. The Midland is now under contract from Memphis to the Tennessee river, 135 miles, and will in the next twelve months reach Nashville. The land is of average soil and quality. The timber is mainly Poplar, White, Black and Mountain Oak, Ash, Hickory, and in fact all varieties of hardwood. The iron ores of brown hematite are found in large abundance all over these lands. Both the timber and iron can be reduced on the spot and shipped in every direction by water or rail, or in the raw state to large consumptive markets. Title perfect. Terms, one-third cash, balance in one and two years. The exact acreage to be ascertained by a new survey or measurement. Thorough examinations solicited. Address

**NASHVILLE.**

Care MANUFACTURERS' RECORD,  
BALTIMORE MD.

# DECATUR

## — ALA. —

# GREAT ★ INDUCEMENTS

✻ Offered to Manufacturers ✻

★ TO LOCATE IN NORTH ALABAMA. ★

THE **Decatur Land, Improvement & Furnace Co.**

WITH A

**PAID-UP CAPITAL OF \$1,000,000.**

WITH 5,600 ACRES OF TOWN LANDS AND 50,000 ACRES OF MINERAL LANDS, WITH MAGNIFICENT  
 MANUFACTURING SITES LOCATED ON THE TENNESSEE RIVER, IS PREPARED TO OFFER  
 GREAT INDUCEMENTS TO MANUFACTURERS IN THE WAY OF SITES,  
 AND MONEY AT LOW RATES OF INTEREST, AND THE  
 BACKING OF A POWERFUL COMPANY.

✻ **TWENTY-SIX ★ INDUSTRIES** ✻

HAVE LOCATED HERE THE LAST FOUR MONTHS.

WATER COMMUNICATION WITH THE MISSISSIPPI RIVER ALL THE YEAR ROUND.

Two trunk lines of Railroad, the Louisville & Nashville and the Memphis & Charleston, cross the river at this point.  
 Two more trunk lines in process of construction.

IMMENSE FORESTS OF HARD WOOD AND PINE AND BOUNDLESS QUANTITIES OF COAL AND IRON IN  
 EASY REACH. THE WORKINGS OF THE INTERSTATE COMMERCE BILL WILL RENDER  
 NORTHERN COMPETITION PRACTICALLY OUT OF THE QUESTION.

The Summers in this region are Cool, the Winters Pleasant and the Locality very Healthy.

CORRESPONDENCE WITH MANUFACTURERS SOLICITED.

ADDRESS ALL COMMUNICATIONS TO

WM. E. FOREST, SECRETARY, - - - - - DECATUR, ALA.

### The Egan New Improved No. 2 Self-Feed Rip Saw.

We illustrate herewith an improved self-feed rip saw, and call special attention to its simplicity and the extreme durability of its construction.

It has several new points of advantage and convenience, viz: A very reliable, powerful feed, much simplified and with much less machinery—a method of changing from a self-feed to a hand-feed and edger in one moment by loosening one thumb screw—a way of getting at the saw without disturbing the feed works by simply swinging feed-arm out of the way, and a method of feeding a piece so that it is always given a slight lead against the fence, and tracking the feed saw in such a manner that the cut-

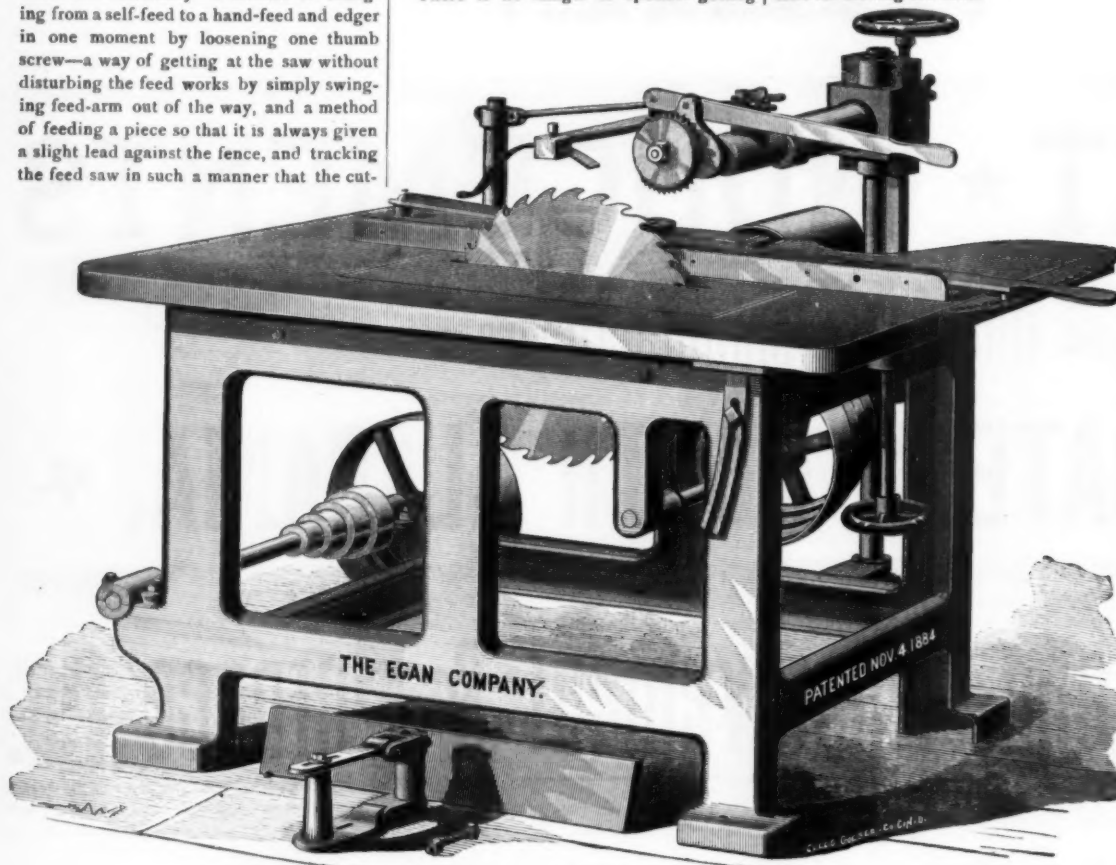
quick ripping of strips, or ripping of any kind, also as a first-class re-saw, will find it a great labor saver.

The re-sawing attachment is shown in the cut; it is attached to the regular fence and movable with it, and can be beveled to any angle so as to split straight or bevel siding; and with a 22-inch taper saw, which is used for re-sawing, it will re-saw straight or bevel stuff 7½ inches wide.

There is no danger of operator getting

rigid while the file is at work, thus preventing breaking, hanging or filing the teeth out of shape.

The gummer makes eight strokes of its file to one revolution of the crank, two of which are used in lifting the file from the tooth, leaving six strokes of work on each tooth; therefore only one-fourth of the time is lost, while in all other machines three-fourths or six out of eight strokes are used for moving the saws.



IMPROVED NO 2 SELF-FEED RIP SAW.

ting blade always takes out the kerf made by the feeder. The manufacturers give the following description of it:

"The feeding saw is geared up, and can be lifted instantly out of the feed kerf, so as to stop the feed, and pull out the lumber if necessary.

The frame is cast cored style and is very strong and well braced, and stands very substantially on floor.

The feed is very powerful, and consists of 4 speeds, 60, 80, 100 and 120 feet per minute, and it can be quickly changed from one to the other.

The table is of walnut and cherry, with a thick plate surrounding saw, and is hinged at back end, and (when feed-arm is swung back) can be raised up by the screw or clamp, or can be lifted clear up, giving free access to the mandrel.

The cast steel mandrel is extra heavy and is of best crucible steel, running in self-oiling boxes. The pulley or mandrel is 8 inches diameter, and 8½ inches face, and should run 2,000 to 2,500 revolutions per minute, according to size of saw used when ripping. The mandrel is fitted with a substantial outside bearing which allows of very heavy work being done with the greatest ease and without strain on the machine.

The patent fence is adjustable from the working end of machine, so the operator can change instantly from one width of cut to another without loosening any screws.

This machine will rip any kind of wood, either hard or soft—taking the place of the common rip saw for hand use—and the feed is so powerful that it will do the work of from three to six men, and do it cleaner, with no jerks or resting marks on the cut. Planing mills, furniture, chair, bracket and moulding factories, and all parties wanting

his fingers cut, and no danger of the board flying back, as the boards are held firmly on each side of cutting saw by a spring. Several saws can be used on mandrel if necessary for sawing blind slats or work of that class."

For further information address the manufacturers, the Egan Co., 228 to 248 W. Front street, Cincinnati, Ohio.

### Maxwell Gin Saw Gummer.

The advantages in using a gummer on gin saws and the superior advantages of the Maxwell gin saw gummer are claimed by the manufacturers to be as follows:

"1st. By the use of a gummer the saw teeth are kept as long as when new; consequently the gin will do more work than if the teeth are short, a condition they are sure to arrive at when either machine or hand sharpened, and if often sharpened the shorter the teeth become. The Maxwell gummer overcomes this trouble and keeps the saws in A 1 order until worn completely out.

2d. In side filing the throat of the teeth is left sharp or in the shape of an inverted V, which tends to cut the fiber, injure sample and keep gin from doing its full amount of work. The Maxwell gummer overcomes this by leaving the throat square or flat, allowing the saws to do full work, making a better sample and free from gin saw cuts or naps.

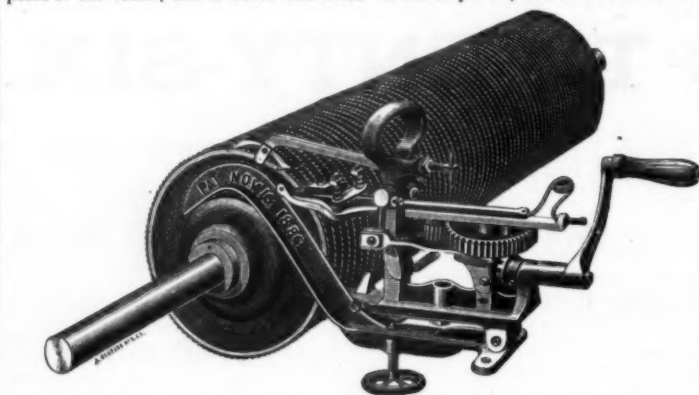
3d. By using a Maxwell gummer any gin owner can gum his gin and keep it in as good order as when new.

We challenge the world to produce a machine equal to the Maxwell gummer for speed, accuracy, simplicity and price. It is fitted with a quick feeding device which feeds the teeth instantly as the file is drawn from the saws, so that the saws are perfectly

The files are small flat files, costing \$1 per dozen, and we guarantee one file, costing 8½ cents, to do more work than a circular file costing \$1 each.

The quick-feeding device is patented on our machines, and no other is or can be fitted without infringing.

The file is mounted on an elastic file arm, and pressure can be varied to suit work so as to always adjust itself to strike square in throat, avoiding all liability to injure the point of the tooth; and it never cuts more



GIN SAW GUMMER.

on either point or base of tooth, but just right, leaving the tooth perfectly true.

The machine is instantly and easily adjusted without stopping.

Our claim for this machine is not as a gin sharpener, but purely a gummer; yet it will leave the gin in far better condition for work than nine-tenths of the sharpeners now in use; still we recommend that the teeth be rounded by the use of the Duplex or other good filer after using the gummer."

Further particulars can be obtained from the manufacturers, Messrs. Brown & King, of Atlanta, Ga.

### The Heaviest Pig Iron Production on Record.

The condition of the blast furnaces of the United States September 1, 1887, in and out of blast makes the following showing:

Fuel.	In blast.		Out of blast.	
	No.	Weekly capacity.	No.	Weekly capacity.
Charcoal.....	79	13,000	99	10,709
Anthracite.....	130	36,878	72	17,091
Bituminous.....	143	87,953	70	28,686
Totals.....	352	138,775	241	55,709

This is the largest capacity reported in blast since these reports were first begun in the Manufacturer in 1872. Compared with a month ago there is one less charcoal furnace in blast and 496 tons capacity at furnaces using charcoal. There are three more anthracite furnaces and 1,594 tons more capacity, while at the bituminous furnaces the number in blast has increased 23 and the capacity 17,098 tons. The great increase this month is due, of course, to the resumption of furnaces that were laid idle by reason of the strike in the Connellsville coke region.

As compared with a year ago the condition of the furnaces in blast is as follows:

Fuel.	Sept. 1, '87.		Sept. 1, '86.	
	No.	Weekly capacity.	No.	Weekly capacity.
Charcoal.....	79	13,000	66	14,105
Anthracite.....	130	36,878	121	34,091
Bituminous.....	143	87,953	132	78,270
Totals.....	352	138,775	319	121,476

The number of furnaces in blast and their capacities on the first of each month since January 1, 1887, is as follows:

	Charcoal.		Anthracite.		Bituminous.	
	No.	Weekly capacity.	No.	Weekly capacity.	No.	Weekly capacity.
Jan. 1...66	11,895	126	35,633	140	80,138	
Feb. 1...68	12,435	137	36,699	148	85,981	
Mar. 1...61	11,574	124	37,707	146	83,834	
April 1...39	11,337	123	39,477	151	86,709	
May 1...54	10,819	123	40,873	149	86,822	
June 1...62	11,809	125	41,888	104	54,767	
July 1...77	13,669	146	37,662	101	57,355	
Aug. 1...80	14,396	127	35,278	120	70,855	
Sept. 1...79	13,900	130	36,872	123	87,953	

Allow 10 per cent. for excess of figures of capacity over actual work done the production of pig iron in this country on September 1 was at the rate of 6,492,304 tons annually. This figure will not be reached this year, but one thing is certain, the rate of the production of pig iron at the present moment is the greatest ever known in the country. And in the face of this stocks are not increasing materially. On August 1 stocks of coke iron were the lowest reported during the five years that this association has made monthly reports of stocks, the total being but a small fraction over 100,000 tons. The reports of stocks that we receive in connection with our blast-furnace reports indicate that there is not as yet any material advance in stocks.

There must be for some time to come, in the West at least, considerable buying by consumers to bring stocks at consumers' works up to what they were at the beginning of the coke strike, and though ultimately the present tremendous rate of production must be felt on stocks and prices, it has not as yet.—American Manufacturer.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$3.00 a year.

## TRADE NOTES.

## Wiswell Electric Mining Machinery.

For some time the attention of inventors has been turned toward the importance of electricity in ore treatment, and the past few years have witnessed a remarkable advancement in this direction. In many mills, in different parts of the country, electricity in some form is applied with satisfactory results. In 1884 the Wiswell mill was introduced, and since that time every effort has been made that practical experience has dictated to bring it to a state of perfection, so that its merits in its work would recommend it to conservative mining men. This mill has been thoroughly tested on the different varieties of ore found in every part of the country, and its operations have been carefully watched by experts for the purpose of suggesting improvements wherever necessary. As the result of this continued trial and most careful study of the requirements necessary to insure success, the Wiswell Electric Mining Machinery Company now present to the mining world for its consideration their improved pulverizer and amalgamator combined, and it is confidently claimed by this company that it has now perfected a machine simple and economical in construction and operation, and capable of doing more and better work than any other machine designed for the purpose ever introduced; and those who have given this machinery careful examination very strongly confirm this claim. The following prominent points of superiority are presented:

First. Its cost is much less than any other machine of sufficient capacity to do the same amount of work.

Second. It requires less power to run it (about 10-horse.)

Third. Its wear and tear is much less than any other quartz mill doing the same amount of work.

Fourth. The quality of work done by it is greatly superior to that done in any other quartz mill now in use; it crushes to a uniform fineness, yet makes no slimes, so that no sizing is required for concentration. It is equally well adapted to crushing and pulverizing all classes of ores, either for amalgamation or concentration.

Fifth. Amalgamation is carried on in the same operation with the pulverizing by placing a small quantity of mercury into the mill from time to time, as the richness of the ore may require.

With ordinary care there is no loss of mercury by flouring, and consequent loss of gold, as in most other mills in which mercury is used. The quantity of mercury used is from five to twenty-five pounds, and it can be changed as often as desired without loss of time in either crushing or amalgamating. By opening a gate the amalgam is discharged from the mill in three to five minutes, and clean mercury introduced in its place while the work of the mill goes continually on.

Full explanation and description will be promptly furnished by the Wiswell Electric Mining Machinery Co., 4 Postoffice Square, Boston, Mass.—Mining Review.

STANDING out as one of the bold landmarks in Memphis is the Peabody Hotel, one of the old landmarks of the town. In this hostelry, now managed and owned by C. B. Galloway & Co., will be found a first-class conducted hotel, upon the modern plan, with all the elegant ease and comfort that can be desired. In no place in the South have I found a hotel managed upon more strict and sensible plans than the Peabody, especially where the great laws of hygiene and sanitation are concerned, and I affirm, without the fear of contradiction, that in no city in the South, and with but few exceptions in the North, is there more regard shown for the dietetic laws of life which should

govern all public hostelries. Having been refurnished during the past summer at a heavy expense, the bedrooms are nooks of exquisite repose and pleasure. Cleanliness is discernible everywhere, and it is refreshing to the traveler to remain over under such conditions. The table is par excellence, and like Fred. Coszen's oxygiporean wines, not a headache or a backache in any quantity of it. The service is most admirable. The Peabody stands out as a living landmark to the progress of the city in the advancement of the dietetic laws of life, and in this respect it has won an enviable reputation.

ROCHOW COMPOUND ENGINE.—Those who would like to see a beautiful illustration of the application of steam as exemplified by the Rochow compound engine, F. Rochow, manufacturer, Brooklyn, N. Y., should visit the machinery department of the Murray Hill Hotel, in New York city, where can be seen two of the largest size and one medium-sized Rochow engines, furnishing the power for the immense electric light and refrigerating systems, besides the passenger and freight elevators. All the other power required in this great hostelry also comes from the same source.

THE self-heating bath tubs manufactured by the Day Manufacturing Co., of Detroit, Mich., are becoming so popular wherever used that this concern have been behind with their orders, and will be obliged to build a large new plant this fall in order to supply the demands for next season. These tubs are well made of the best material and afford a great luxury at a small cost. Being portable they can be moved from room to room if so desired, as in a case of sickness. The Day Manufacturing Co. make a specialty of fitting out hotels and barber shops with bath tubs and water heaters. They have recently invented a very simple though ingenious steam heater for heating water for hotels and barber shops. It will burn wood, coal or coke, and has a capacity for heating 100 gallons of water per hour. An illustrated catalogue and price-list will be sent upon application. These tubs and heaters are a new thing and well worth investigating.

THE Ball automatic high speed cut-off engine has reached a state of wonderful perfection. We know of no better evidence of the popularity of these engines than the fact that these works have been running night and day for the past year in order to meet the increased demands for their engines. The engine is made distinctive by virtue of the new principle in steam engineering embodied in its governor, by which absolute regulation is obtained under change of load and boiler pressure, and also from the fact that its valve has a telescopic adjustment which takes up any wear, thus remaining steam tight. This company has turned out during the first half of 1887 in the neighborhood of 15,000 horse-power, an average of almost an engine daily.

ARCHITECTS and builders should send to The National Wire & Iron Co., of Detroit, Mich., frequently for their new designs in cresting, railings, etc. The National Co. are doing a large business all over the country, and their work is noted for its great beauty and handsome finish. They have recently made a specialty of wire cloth and brass work for banks and offices, but carry a full line, including iron chairs and benches, stable fixtures, weather vanes, etc. Their latest issue catalogue, fully illustrated, should be in the hands of every architect, builder and hardware merchant of the South.

THE Volkner & Felthousen Manufacturing Co. have recently received orders for water works engines for Marion and Columbus, Kas., Kewanee, Ill., and St. Paul, Neb. This firm reports a large increase in their trade for this year, and have doubled their capacity.

BROWN & KING, of Atlanta, are the only cotton mill supply manufacturers in the South, and they make equally as good goods as can be procured in the East. Nothing can more clearly demonstrate this fact than the securing of this large order. The knowledge and ability they display in their factory and salesroom is characterized by the superior lines of goods they turn out and sell. These gentlemen not only manufacture cotton and woolen mill supplies, but deal in all kinds of mill furnishing goods. They make all kinds of canvas and leather work for mill use, such as strapping, pickers, lugs, loops and so forth, on an extensive scale. This department is in charge of a man of fifteen years' experience, a man who has been pronounced as being one of the most skilled workmen in this line in the United States. Besides, the very latest and most improved machinery is used, and by this means they are able to turn out goods equal in quality and at as reasonable a price as can be found anywhere in this country. A few days ago they secured one order alone amounting to \$20,000. This, too, in the face of the strongest competition from the large houses in the North and East. This order was placed by the West Point Manufacturing Co., for cotton mill supplies to be put in their new mills, now in course of erection. The securing of this order is not only gratifying to the many friends of this young firm, but speaks in loud tones to the public, showing that Atlanta can compete with the world in anything she undertakes. Indeed, it goes still further and shows that the South is making rapid strides in manufacturing the class of goods that she mostly needs, and that her people are beginning to realize the fact that they can make just as satisfactory purchases here at home as they can make in any market of the world.—Atlanta Constitution.

THE American Injector Co., of Detroit, Mich., report a splendid business—much of it coming from the South. The Milburn Gin & Machine Co., of Memphis, and many other large concerns in the South now use this injector exclusively, and are loud in its praises. Remember, these injectors are sold on their merits, and will be sent on trial to responsible parties. The growth of the company's business is largely due to duplicate orders from old customers.

WILLIAM TAYLOR & SONS, who are the proprietors of the Columbia Iron Works, Brooklyn, N. Y., established nearly half a century, report their foundry as particularly full of orders. They manufacture hydrostatic presses and general machinery.

GEORGE P. CLARK, Windsor Locks, Connecticut, has just received an order from the Government for a number of trucks, provided with rubber wheels, for use in the surgeon-general's department at Washington.

CAUSES OF BOILER EXPLOSIONS.—We are aware of the fact that in entering upon the subject of boiler explosions we are venturing upon what is generally regarded as dangerous ground, but we have a theory on which we feel safe in venturing a little reputation. When we read, at the end of an account of a disastrous explosion, that there was an abundance of water in the boiler at the time the accident occurred, we do not question its truthfulness. A fatal accident of a different nature which happened in this city recently, illustrates our theory of boiler explosions. A freight elevator, designed to carry with safety 80,000 pounds, fell with no other weight than that of one of the proprietors, a man weighing less than 200 pounds, upon it, inflicting injuries from which he died. The absurdity of looking at the unfortunate victim for the cause of the accident will be at once acknowledged. So it is with boiler explosions. The boilers are weakened from one cause and another, and then rapidly grow weaker, and the ultimate effect is an explosion under circumstances not at all suggestive of danger, there being, perhaps, plenty of water and no extraordinary pressure. We believe that the recurrence of low water, of which the proprietor, and often the engineer, knows nothing, in the absence of a trustworthy alarm, is the most potent cause of boiler explosions, and hence that automatic low water alarms are necessary to safety. The experience of users of the Reliance Safety Water Columns shows that the low water alarm is sounded about once a month on the average, notwithstanding the extra watchfulness on part of the attendants which these alarms naturally induce, and it stands to reason that the frequent recurrence of low water has a fatal effect, and that any thing which can be relied upon to obviate it is a very desirable investment.—From Catalogue of Reliance Alarm Gauges, of Cleveland, Ohio.

## Literary Notes.

AN unusually important work is announced by Cassell & Co. It is "Martin Luther; The Man and His Work," by Peter Bayne, LL. D. Dr. Bayne's sympathy is as great as his literary skill. The reader will not only be made acquainted with the facts of Luther's life, but he will follow the events of his career with the vivid realization of a spectator of a powerful drama. One who has seen the early pages says of this remarkable work that it "is undoubtedly one of the most comprehensive and accurate personal histories of that great promoter of the general democratic movement of modern time, and also a capital record of the notable chapter in spiritual evolution."

THE War Series in the Century, so far as it relates to the descriptions of campaigns and battles by distinguished generals, will virtually close with the November number. Future papers on this subject will be of a general or at least untechnical sort; among them a curious and popular statistical paper on "Regimental Losses in the War," narratives of personal adventure, "Colonel Rose's Tunnel from Libby Prison," etc. General Sherman's article on "The Strategy of the War" will appear in an early number.

## Important.

When visiting New York city, save baggage express and carriage hire, and stop at the Grand Union Hotel, opposite Grand Central Depot.

600 handsomely furnished rooms at \$1 and upwards per day. European plan. Elevators and all modern conveniences.

Restaurants supplied with the best. Horse cars, stages and elevated railroads to all depots. You can live better for less money at the Grand Union Hotel than any other first-class hotel in the city.

THE American House, Boston, is one of the favorite hotels of that city. It has a large patronage of the best class of guests, and visitors will there find a hotel under the most perfect management.

THE Palace Hotel, Cincinnati, Ohio, is the best, finest furnished and most complete \$2.00 hotel in America. 250 rooms; 140 front rooms. Complete fire apparatus and iron balcony fire-escapes.



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For the Purchase and Sale of  
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New and Second-Hand of Every Description.  
COTTON AND WOOLEN A SPECIALTY.  
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L. GODFREY, 26 Exchange Place, PROVIDENCE, R. I.

# THE

# Hercules Water Wheel

## IN THE SOUTH.

### WHAT SOUTHERN USERS SAY OF THE HERCULES.

There is probably no higher authority in the South on water wheels than Mr. John Hill, civil and mechanical engineer, of the great Eagle & Phenix Cotton Mills, at Columbus, Ga. Read what he says of the Hercules Wheel.

#### The Best Wheel We Have.

JOHN HILL, CIVIL AND MECHANICAL ENGINEER,  
Reference—Eagle & Phenix Mfg. Co.

COLUMBUS, GA., April 30, 1887.

As to my opinion of the Hercules Wheel, will say: In our mill (the Eagle & Phenix) we have twenty-one (21) water wheels of various kinds, three of them being Hercules. I regard the Hercules as being by far the best wheel of any we have. It is the best in workmanship, absence from repairs, large per cent. in power, and in general satisfactory results. I know of no wheel its equal. At Holyoke, testing flume a few weeks since, I personally witnessed a test of a Hercules of the ordinary construction, which gave 83 96-100 per cent. of efficiency.

Yours truly,

JOHN HILL.

#### Cannot Speak too Highly of the Hercules Wheel.

JAMES RIDDLE, SON & CO.  
Brandywine Cotton Mills.

KENTMERE, DEL., April 27, 1887.

In reply to your inquiry as to the working of a "Hercules Water Wheel" now running at our mills, would say that we put in nearly two years ago a 39-inch Hercules Wheel, running under a 14-foot head. It is driving up to full regular speed three hundred and three heavy looms, with only half gate. We are about to enlarge the weave mill and add three hundred more looms, which will be driven by the same wheel. We cannot speak too highly of the Hercules. It has absolutely run without cost or derangement since it started, and has given eminent satisfaction in every way.

Yours truly,

JAMES RIDDLE, SON & CO.

#### Perfectly Satisfactory in Every Way.

PORTER WOOLEN MILL.

J. H. Porter, President. J. W. Robertson, Gen. Manager.

CLARKSVILLE, GA., April 29, 1887.

In reply to enquiry as to my opinion of the Hercules Turbine Water Wheel, say: I have put in two, one about

six years since, and the other in 1883, and think so highly of the wheel that I shall use another in cotton mill this company is now constructing. Neither of the wheels alluded to have given the slightest trouble, and their working has been perfectly satisfactory in every way.

Yours truly,

J. W. ROBERTSON, Gen. Man.

#### The Hercules Wheels Have Given Perfect Satisfaction.

ROSWELL MANUFACTURING CO.

Sheetings, Shirts, Checks, Yarns, &c.

ROSWELL, COBB COUNTY, GA., April 29, 1887.

In answer to yours of 25th inst., asking our opinion of the Hercules Wheel, will say our experience is as follows: In our new mill, built about four (4) years ago, we put a 30-inch Hercules Wheel, under a 21-foot head of water. It has given such satisfaction running this (5,000) five thousand spindle mill, that last summer, when we were compelled to put in a new wheel at our old mill, running 7,000 spindles, looms, twistings, &c., we put in a 36-inch Hercules Wheel, under a 27-foot head of water. All I can say is we have surplus power in both mills, have lost no time by any defect of wheels, and if we were putting up any more mills, would use the Hercules Wheel. They have given us perfect satisfaction.

Yours respectfully,

F. J. MINHINETT, Pres.

#### A Good Wheel, and Has Given Good Satisfaction.

PEE DEE MANUFACTURING CO.

Plaids and Warps.

ROCKINGHAM, N. C., April 30, 1887.

We have been using the Hercules Water Wheel for more than six years. Our superintendent says it is a good wheel, has given good satisfaction, and its performance is equal to the claims of the maker. We have a head of 17 feet. Our wheel has a diameter of 39 inches. Under this water pressure the wheel has moved 4,000 spindles and the needed preparation, and 164 plaid looms. The above includes the dye house, machine shop and all other machinery which we employ.

Very respectfully,

WALTER L. STEELE, Pres.

#### Best Wheels I Have Ever Seen.

MARIETTA PAPER MANUFACTURING CO.,

Book, News and Wrapping Papers.

MARIETTA, GA., April 30, 1887.

In reply to your favor of the 25th inst.: I am using four Hercules Water Wheels, two 12-inch, one 24-inch,

and one 30-inch. They have given me perfect satisfaction, and I think that they are the best wheels that I have ever seen.

Yours truly,

S. A. ANDERSON.

#### Has Never Given the Slightest Trouble.

PACOLET MANUFACTURING CO.

Jno. H. Montgomery, Pres. and Treas.

PACOLET, S. C., April 29, 1887.

Replying to yours of 25th, would say: We have a 54-inch Hercules Water Wheel running, under 20-foot head, 12,000 spindles and 338 looms, with other necessary machinery. Has been running about three and a-half years, and has never given us the slightest trouble; not an hour's stoppage during the whole time.

Very truly yours,

JNO. H. MONTGOMERY, Pres. and Treas.

#### Well Satisfied With It.

WM. J. RUSSELL,

Manager Princeton Factory.

ATHENS, GA., April 28, 1887.

I have used the "Hercules" wheel since 1881, and am so well satisfied with it that I should not purchase any other if in want of a first-class wheel. It does all the manufacturers claim for it.

Yours truly,

WM. J. RUSSELL, Manager.

#### Has Given Entire Satisfaction.

HOLCUM'S ROCK, BEDFORD CO., VA., }

April 28, 1887. }

The Hercules Wheel has given entire satisfaction.

Very respectfully,

J. A. HARRIS & CO.

#### Unhesitatingly Say its the BOSS Wheel.

BUZELA, GA., April 29, 1887.

I have been using a 21-inch "Hercules Water Wheel" since August 1880, and unhesitatingly say it is the BOSS wheel. It has performed with utmost satisfaction, and given more power than the makers claim, using water with more economy than any wheel I ever knew. T. W. G. Inglett, Esq., who has put up two "Hercules" for parties, says "it can't be beat."

Very respectfully,

BRAD. MERRY.

## THE HERCULES

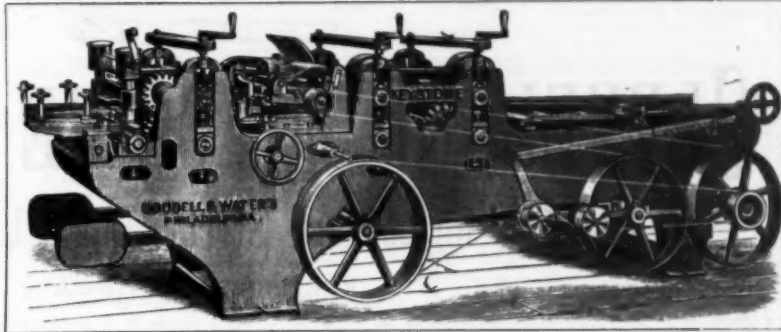
**Gives the Most Power for its Size and the Highest Average Percentage from Full to One-Half Gate of Any Wheel Ever Made.**

*If you want to buy a new Water Wheel, if your old wheel does not give satisfaction, if you would like to know just how perfect a Water Wheel can be made, or if you are in any way interested in Water Wheels it will pay you to write for Catalogue No. 3 to the*

# HOLYOKE MACHINE CO., Worcester, Mass.

# "KEYSTONE"

Rapid Feed Flooring Machine.



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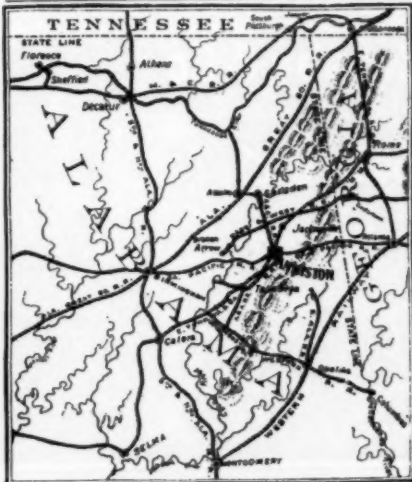
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Col. John M. McKleroy, Pres., Anniston City Land Co.

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## THE PREMIER FLOUR OF AMERICA. Patapsco Flouring Mills.

—ESTABLISHED 1774—

The value of Flour depends upon the essential elements of nutrition contained in the bread it makes. Maryland and Virginia Wheat, from which our PATENT ROLLER FLOURS are chiefly manufactured, has long been conceded to be of most superior quality, because it has a better combination of gluten and phosphates than any other. This fact is recognized, not only in this country, but in the United Kingdom as well, where the "PATAPSCO SUPERLATIVE" commands decidedly more money than any other American Flour, thereby clearly demonstrating its superior qualities for making the whitest, sweetest and most nutritious bread.

ASK YOUR GROCER FOR IT, ALSO FOR

PATAPSCO FAMILY,  
CAPE HENRY FAMILY,  
PATAPSCO EXTRA,

NORTH POINT FAMILY,  
CHESAPEAKE EXTRA,  
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**BAGNALL & LOUD BLOCK CO. BOSTON, MASS.**

Largest Manufacturers of Tackle Blocks in the World.

Manufacturers of the Latest Improved Self-Adjusting ROLLER BUSHED and GENUINE METALINE BUSHED and Iron Bushed Rope and Iron Strapped



Improved Self-Adjusting Roller Bushed Iron Sheave.

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**THE OHIO**FAMOUS  
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They are more substantial, easier to operate, have greater capacity, are less liable to accidents than any other Cutters. We build nine sizes, six for power, furnished with or without carriers. Our illustrated catalogue, containing also valuable information on the subject of Silos and Ensilage, sent free. Liberal discounts and terms to dealers. Write for prices.

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SALEM, OHIO.

Hardware and Gun Trade: Quote our

**\$5 Clay Pigeon Trap.**

Electrotypes furnished gratis for catalogues. Liberal commissions. 80-page book free. Address  
LIGOWSKY CLAY PIGEON CO., Cincinnati, O.

**BERNHARD DIETZ**, Manufacturer of Printers' Rollers, and Roller Composition. Factory, cor. Light and Mercer streets, Baltimore. Prices: Composition, (bulk) 30 cents per lb.; for Casting, 40c, 30 cents per lb. Orders by Mail promptly attended to.

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**CLEVELAND MACHINE COMPANY,**

143 to 161 Leonard Street, CLEVELAND, OHIO,

FOR PRICES ON THEIR

**Solid Steel Forged Shears AND Scissors.**

NEW CATALOGUE AND PRICE-LIST JULY 15, 1887.

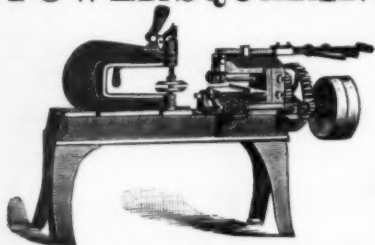
**R. R. ROUSE PATENT ELECTRO-PLATED WELL POINT.**

1 1/2, \$1.50; 1 3/4, \$2.50; 2, \$6.00.  
2 1/2, \$9.00; 3, \$12.00; 4, \$35.00; 6, \$75.  
My 1 1/2 Point is 2 1/2 in. long and has 26 1/2 by 1/2 openings. Then Recessed two-thirds of entire surface of screen section.

This is a NEW PATTERN, EXTRA STRONG; will stand rougher use than any in the market. A showing the openings before the wire gauze is soldered on. B after wire gauze is soldered on. C showing wire gauze and perforated brass soldered on. These Points are Electro-Plated, with Pure Block Tin inside and outside before receiving the coverings, there being no raw iron to corrode or rust or cause an unpleasant taste in the water. The Electric Process by which it is done is patented and exclusively owned and controlled by me for Driven Well Points in the United States. Warranted not to strip loose where soldered. Write for discounts and circular.

**R. R. ROUSE, Indianapolis, Ind.****NIAGARA STAMPING & TOOL CO.**

Manufacturers of Machinery for Shearing Metal in all its Various Forms.

**POWER SQUARING CIRCLE SHEARS**

Power Circle and Slitting Shears No. 205.

**POWER SLITTING SHEARS,  
POWER CHOPPING SHEARS,**

For Tack and Nail Plate, and for Cutting Steel for Cutlery Works.

**OFFICE AND WORKS:**Superior, Cor. Randall Street,  
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Send for our complete Illustrated Catalogue and Price List, and Mention this Paper.

**D. SAUNDERS' SONS,**

MANUFACTURERS OF THE ORIGINAL

**TRADE I.X.L. MARK.****Pipe Cutting and Threading Machine.**

BEWARE OF IMITATIONS. None genuine without our Trade Mark and name. Also

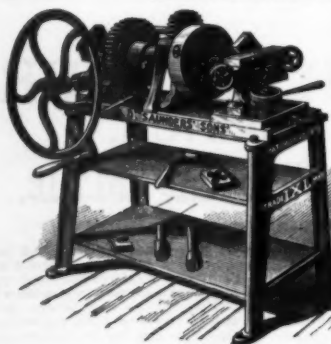
**Patent Wheel Pipe Cutter**

STEAM AND GAS FITTERS' HAND TOOLS,

**Pipe Cutting and Threading Machine**

For Pipe Mill Use a Specialty.

Send for Catalogue B.

**YONKERS N. Y.****G. A. Crosby & Co.**

MANUFACTURERS OF

**Presses. Dies.**

AND

Special Machinery

FOR

Sheet Metal Workers.

259, 261 &amp; 263

RANDOLPH ST.

CHICAGO, ILL.

**Covert Manufacturing Company.**

TRADE MARK



The Greatest Emporium in the World for the best Snaps, Chain, Rope and Web Goods, &c., manufactured, is the celebrated works of the

**Covert Manufacturing Co. West Troy, N. Y.**

For Sale by all Dealers Handling this Class of Goods.

**THE MANUFACTURERS' RECORD**

is the most thorough, complete and authentic source of information on Southern industrial affairs in existence. The subscription price is only \$3.00 a year. Some of our subscribers think every issue is worth that much. Try it for a year. Send in your subscription to-day. Don't wait until to-morrow; you may forget it.



## THE MARKETS.

OFFICE MANUFACTURERS' RECORD, }  
BALTIMORE, Sept. 14, 1887. }

The cotton crop of the South has been materially damaged, and the yield will be considerably short of what was expected a month ago. The yield will, however, we believe, be fully up to a good average, and the falling off from what was anticipated, will doubtless to some extent be counterbalanced by higher prices. The corn crop is safe and the South has made the largest crop on record. This will add immensely to the prosperity of that section.

Trade and industrial prospects are very bright and all signs point to a season of great activity.

In manufactured iron the local market shows no change and prices are as last quoted:

Ref. Bar Iron, 1 to 6x1/2 to 10	2.100	2.400
" " 1 to 4x1/2 to 10	2.100	2.400
" " 1/2 to 3, round and square	2.100	2.400
Hoop Iron, 1 1/2 wide and upward	2.500	3.000
Band Iron, from 1 1/2 to 6 in. wide	3.400	3.500
Horseshoe Iron	3.400	3.500
Norway Nail Rods	4.000	5.000
Black Diamond Cast Steel	8.000	9.000
Machinery Steel	3.000	4.000
Spring Steel	3.000	4.000
Common Horse Nails	8.000	9.000
Railroad Spikes, 5/8x9-16	2.500	3.000
Steel Boiler Plate	2.500	4.000
Iron Boiler Plate	2.500	4.000
Boiler Tubes	500	off list

The market for scrap iron and old rails is somewhat weaker and prices would probably have to be shaded to induce purchases. Steel rails are also a little off. Pig iron remains as last quoted, viz:

Baltimore Charcoal Wheel Iron (all)	2.500	2.900
Baltimore ore	2.700	2.900
Virginia C. B. Charcoal Wheel Iron	2.700	2.900
Anthracite, No. 1	2.800	2.900
" " 2	2.800	2.900
" " 3	2.800	2.900
" " Mottled and White	2.800	2.900
Old Rails	2.300	2.400
Old Steel Rails	2.300	2.400
No. 1 Wrought Scrap	2.100	2.200
Old Car Wheels	1.900	2.000

## HARDWARE.

The business of the past week has been of about the same character and volume as last reported, and devoid of special interest. Quite a satisfactory trade is being done in sporting goods, many dealers taking hold of the line on account of the prevailing low prices and generally fair margins in the goods. Efforts are being made by the manufacturers of hammers and sledges to come to an understanding on prices, which at present are very low, and a sharp advance, it is claimed, may be expected at any time.

Nails are quoted at \$2.10 as before.

## Philadelphia Iron Market.

PHILADELPHIA, September 13, 1887.

The coming week will be largely given over to merry making by way of celebrating the one hundredth anniversary of the adoption of our federal constitution. This event will occupy the attention of the citizens and at least a quarter million visitors, it is estimated or guessed at, for fully three days. Hence, business in the iron trade will be more or less neglected. The events of the past few days have not been particularly interesting. Pig iron has ruled firm and quiet. The chief business has been in forge and the prices paid run from \$17 to \$17.50. The demand for foundry will be such as to keep good brands scarce and high. Common brands of No. 1 bring \$21 and of No. 2 \$19. American Bessemer furnaces are all under contract for large lots and foreign is occasionally heard of at \$20.50@21.50. The importers have not done much in foreign material, though an occasional lot of slabs goes at \$31.50. Rail blooms are called for by cable once in a while. Muck bars are \$31.50. The bar mills keep busy in meeting the current demand and prices are 2 to 2.10. The rail makers sell at 2.10 to 2.20, but have not yet affected that devoutly wished for consummation, a national combi-

nation. A good many factories are still restricting. The collateral interests involved stand in the way of a successful national association. The plate and tank iron makers report a fair, quiet, steady trade at 2.35@2.50 and the sheet iron makers are meeting with a good demand at about card rates. Pipe are active. The Saturdays' meeting did some good. Steel rails sold to the extent of 35,000 tons so far as information concerning contracts could be obtained. Prices \$36@38. Mills are picking up next year business. Old rails are about what they have been for several weeks. Prices \$24@24.50, with the usual demand for an indefinite quantity at \$23@23.50. The scrap yards are pretty cleanly sold up. The bridge builders are keeping the structural iron makers busy. Angles 2.40. Beams and channels 3.30.

## Cincinnati Iron Market Report.

Specially reported by ROGERS, BROWN &amp; Co., Pig Iron Commission.

CINCINNATI, September 12, 1887.

All features of the iron market continue to look favorable. For weeks past buying has been almost wholly for immediate wants, few consumers caring to place forward contracts. Excepting the Agricultural Works (which usually buy a year's supply in the summer) there have been comparatively few large forward contracts placed since the heavy buying of last fall. The result is that orders are much more frequent in number and urgent in character. This general condition, taken in connection with low stocks and active consumption by the mills and foundries, indicates a firm and active market for some time to come. Should the market begin to move upward, there would probably be another heavy buying movement. As it is, the volume of sales is full and probably represents very closely the actual consumption of iron. Southern irons are finding their market nearer home than usual. The Pennsylvania and other lines have materially advanced rates from the Ohio river to Pittsburgh and Eastern Ohio points, and this, with the low price of iron there, completely shuts out Southern iron. Old rails have stiffened slightly, and are in good request. We quote for cash f. o. b. Cincinnati:

## HOT-BLAST FOUNDRY.

Ohio and Southern Strong Coke No. 1	21.00	21.50
" " " " " " " "	21.00	21.50
" " " " " " " "	21.00	21.50
Ohio Soft Stonewall, No. 1	19.00	19.50
Ohio Soft Stonewall, No. 2	19.00	19.50
Mahoning and Shenango Valley Coke	21.00	21.50
Hanging Rock Charcoal No. 1	23.00	23.50
" " " " " " " "	23.00	23.50
Tennessee & Alabama Charcoal No. 1	23.00	23.50
" " " " " " " "	23.00	23.50

## FORGE.

Strong Neutral Coke	18.00	18.50
Mottled " "	16.00	17.00
Cold Shortings	17.00	17.50

## CAR WHEEL AND MALLEABLE.

Southern Car-Wheel Iron	25.00	26.00
Hanging Rock Cold Blast, No. 1	25.00	26.00
Hanging Rock Cold Blast, No. 2	25.00	26.00
Lake Superior Malleable	25.00	26.00

## St. Louis Iron Market.

Specially reported by ROGERS, BROWN &amp; Co., Gay Building, 204 N. 3rd street, St. Louis. W. H. SHIELDS, Manager.

ST. LOUIS, Sept. 12, 1887.

Buyers in this market are a little more in the mood to take hold. Orders have been received the past week by local dealers from points North and West of here on a much more liberal scale than previously. Scarcity of cars is still an important factor in shipping. In the coke region the production exceeds car capacity so much that coke is piling up largely, and consumers are suffering for supply. The prevailing feature of the market continues to be scarcity of good Ohio softeners and coke foundry grades for immediate delivery. River shipments are almost completely suspended by low water. Business is active and the feeling is good in all quarters. We quote for cash:

## HOT-BLAST CHARCOAL.

Missouri	21.00	22.00
Southern	21.00	22.00

## COKE AND COAL.

Southern No. 1	21.00	22.00
Southern No. 2	21.00	22.00
Ohio Softeners	21.00	22.00

Missouri	20.00	21.00
Southern No. 1	19.00	20.00
Southern No. 2	18.00	19.00
CAR-WHEEL AND MALLEABLE IRON		
Southern	24.00	25.00
Lake Superior	23.00	24.00
SCRAP, AC.		
Old rails	24.00	25.00
Old wheels	20.00	21.00
Connellsville Coke, (Frick's)	—	6.15

## Chicago Iron Market.

Specially reported by ROGERS, BROWN &amp; Co. W. W. BACKMAN, Resident Agent.

CHICAGO, Sept. 12, 1887.

An active hand-to-mouth buying continues. Dealers here who receive Ohio iron on consignment are unable to get it fast enough to meet the demand for spot delivery. One or two round sales of Southern coke iron have been made during the week, and several moderate sized orders for L. S. charcoal iron have been placed. Prices are well sustained. There is a very heavy production of pig iron in the Chicago district, but none of it is now for foundry or forge purposes, all the furnaces running on Bessemer contracts. The heavy Eastern failures in iron are not felt in the remotest degree in the Western pig iron market, which from all indications, is on a sound and healthy basis. We quote for cash f. o. b. cars Chicago:

## COKE AND STONE COAL FOUNDRY.

Ohio (Hanging Rock) Softeners No. 1	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00
" " " " " " " "	21.00	22.00

## CHARCOAL FOUNDRY.

Lake Superior	22.00	23.00
Southern	22.00	23.00
Hanging Rock	24.00	25.00

## CAR WHEEL AND MALLEABLE.

Lake Superior	22.00	23.00
Standard Southern	22.00	23.00
Hanging Rock, cold blast	27.00	28.00
" " " " " " " "	23.00	24.00

## OLD MATERIALS.

Old Rail, American	24.00	25.00
Old Wheels	20.00	21.00

## Louisville Iron Market.

Specially reported by GWO, H. HULL &amp; Co., Commission Merchants for the sale of Hot and Cold Blast Pig Iron.

LOUISVILLE, Ky., Sept. 12, 1887.

The market for pig iron during the last week has been more active, and several sales, both large and small, have been made. Prices have not changed, but the tone of the market is somewhat firmer than for a week or two previous. There is still considerable inquiry for silver grey irons, and the supply is also still light. There is some inquiry for old rails and wheels, but the volume of business done in them is not large. We quote for cash as below:

## FIG IRON.

Southern Coke, No. 1 Foundry	20.00	21.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00
" " " " " " " "	19.00	20.00

## Chattanooga Iron Market.

Specially reported by LOWE &amp; TUCKER, Brokers and Commission.

CHATTANOOGA, TENN., Sept. 12, 1887.

We can only report a continuation of great activity in general business all over the South. The stringency of the condition of the money market has served in some instances to embarrass operators, especially those who are weak in that particular point, but upon the whole business has been moving along quite satisfactory. The railroad lines are even more crowded than ever, and are taxed to their utmost possible capacity in their efforts to move the freight offered them, and in many instances the coal and coke interests are suffering materially. The condition of the market for pig iron is very

stiff as a general thing; those who have any to sell are masters of the situation, and dictate their own prices and terms. Quite a number of outside buyers have been refused quotations, and are met with the reply "we have none to offer." The outlook now is that prices are inclined to advance, but at present we continue quotations the same as our last report, \$18.50 for No. 1, and \$17.50 for No. 2 on a basis of 60 days.

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## List of Patents.

The following Patents were granted to citizens of the Southern States, bearing date Sept. 6, 1887. Reported expressly for this paper by Louis Bagger & Co., Mechanical Experts and Solicitors of Patents, Washington, D. C.

Ashford, T. O., Courtney, Texas. Car coupling	369,384
Avery, J. R., Louisville, Ky. Car coupling	369,378
Bromley, Daniel, Cagollton, Ky. Baling press	369,382
Casada, C. D., and R. A. Henderson, Chattanooga, Tenn. Wooden pulley	369,386
Chisom, W. B., Charleston, S. C. Apparatus for treating fertilizers	369,434
Clark, E. W., Sentafl, Fla. Cotton chopper	369,316
Clark, W. P., Elberton, Ga. Combined plow and harrow	369,389
Coppin, D. G., Newport, Ky. Collapsible core barrel	369,317
De Myers, D. L., Pierce Station, Tenn. Medicine case or satchel	369,438
Dietzmann, A. S., and G. Crossey, Louisville, Ky. Magnetic register connection for water meters	369,595
Ford, J. S., Irving College, Tenn. Window, picture or other frame	369,512
Hooper, Alcaous, Woodberry, Md. Time recorder	369,450
Howell, G. W., Covington, Ky. Wheel	369,641
Inloes, W. H., W. D. Justice and C. F. Christopher, Asheville, N. C. Lock for railway turn-tables	369,527
Jordan, J. F., Rupee, Texas. Gearing for operating windmill pumps	369,602
Kelly, C. O., and J. E. Lee, Baltimore, Md. Car replacer	369,530
Leblanc, Dolsey, Abbeville, La. Seed planter	369,345
Link, Friedrich, New Orleans, La. Lever catch for double doors	369,458
Mann, W. B., Baltimore, Md. Can testing machine	369,539
Matthews, O. S., Dallas, Texas. Band for paper, currency, &c.	369,543
Minster, J. J., Athens, Ga. Eyeglass or spectacle frame	369,544
Nichols, A. J., Ozark, Ark. Dry goods exhibitor	369,464
Parish, E. W., Hico, Ky. Hopple	369,548
Perrot, L. A., and H. W. Warrington, Richmond, Va. Rotary engine	369,469
Phillips, H. B., and W. M. Whaley, Suffolk, Va. Lumber assorter	369,550
Ramey, Mollie L., Hot Springs, Ark. Stove	369,365
Seymour, F. W., Wheeling, W. Va. Heating device for dinner pails	369,412
Stewart, Lee, Waldo, Ark. Block for log wagons	369,561
Tull, F. S., Galveston, Texas. Safety guard for railway trucks	369,416
Van Cleave, J. C., Malvern, Ark. Fence	369,571
Whinery, Samuel, Somerset, Ky. Guard for water pichers or other vessels	369,381
Young, McClintock, Frederick, Md. Compound steam engine	369,574

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Mr. J. F. McADOO, a skilled engineer, recently located at Bristol, Tenn., is making a complete topographical map of BIG STONE GAP and its surroundings, comprising an area of about 10 miles square. It will show accurately the contour of the surface, coal and iron beds, location of railroads in process of construction to that point, as well as additional points of interest and value. The published edition will be limited to the number of subscribers. All those wishing copies will do well to communicate with Mr. McAdoo at once. The price is \$3 per copy; in quantities at a cheaper rate.

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## Machinery.

12-in. Double Table Shaping Machine, new.  
10-in. Shaping Machine, new.  
10-in. " " Gould & Eberhardt, s. h. ad.  
Planer, 24x4, second-hand.  
Planer, 20x4, Lincoln, second-hand.  
Planer, 30x6, Pond, new.  
Planer, 24x5, Pond, new. 24 in. x 6 ft.  
25-in. B. G. S. F. Upright Drill, new.  
28-in. " " " " "  
36-in. " " " " "  
20-in. Upright Drill, B. G. S. F. "  
1 20-in. B. G. Prestice Drill.  
48-in. Old-style Drill, B. G.  
Engine Lathe, 28x14, new.  
Engine Lathe, 28x16, new.  
Engine Lathe, 28x10, new.  
Engine Lathe, 28x12, "  
Engine Lathe, 15x6, second-hand.  
1 Engine Lathe, 20 in. x 8 ft., compound rest, second-hand.  
1 Engine Lathe, 16 in. x 7 ft., second-hand.  
Engine Lathe, 30 in. x 16 ft., new.  
Engine Lathe, 23 in. x 12 ft., "  
Engine Lathe, 15 in. x 6 ft., B. G. Screw-Cutting.  
Engine Lathe, 16 x 6 ft., power cross-feed, new.  
Engine Lathe, 18 x 8 ft., power cross-feed and compound rest, new.  
Engine Lathe, 20 in. x 8 ft., power cross-feed and compound rest, new.  
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One No. 4 Sturtevant Blower, with counter shaft; second hand.  
One No. 1 Keystone Forge; second hand.  
One No. 0 Buffalo Forge, with water tank for power; new.  
Two Boiler Feed Pumps, suction 1 inch, and discharge 1 1/4 inch.  
One Power Boiler Punch, second hand; punch 3/4 hole.  
One Lawson Vertical Gas Engine, 2 horse power.  
One Horizontal Steam Engine, 2 horse power; second hand.  
One Vertical Steam Engine, 5 horse power; new.  
One Vertical Steam Engine, 8 horse power; new.  
One Vertical Steam Engine, 12 horse power; new.  
One No. 6 Friedman Injector.  
One Planer; second hand; 32 inch by 32 inch by 9 feet.  
One Combined Engine and Boiler, 3 horse power; new.  
One 40 to 60 horse Automatic Engine; new.  
One 15 horse power Horizontal Engine and Boiler; new.  
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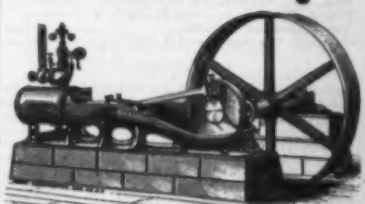
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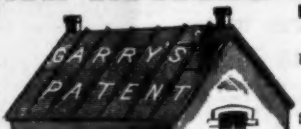
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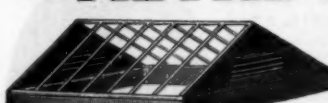
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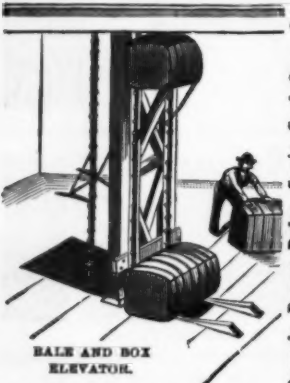
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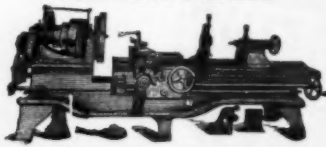
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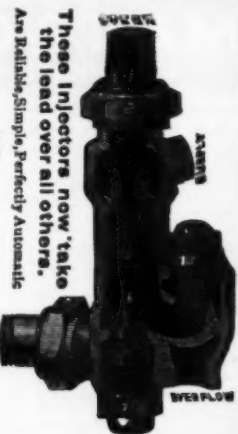
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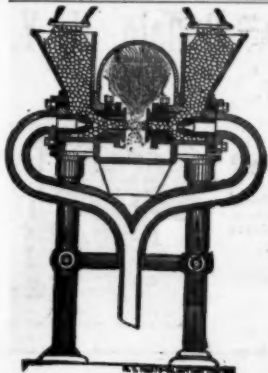
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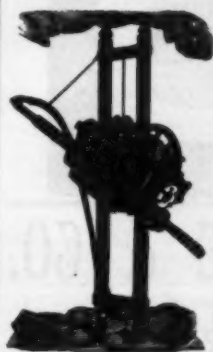
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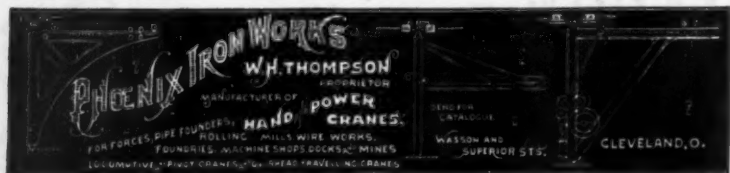
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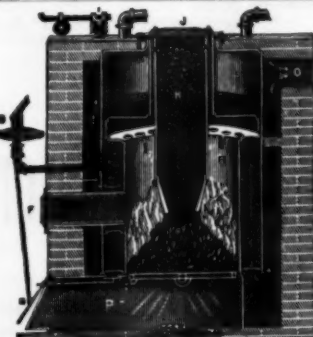
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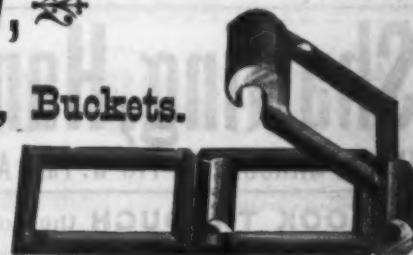
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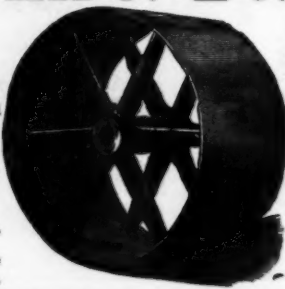


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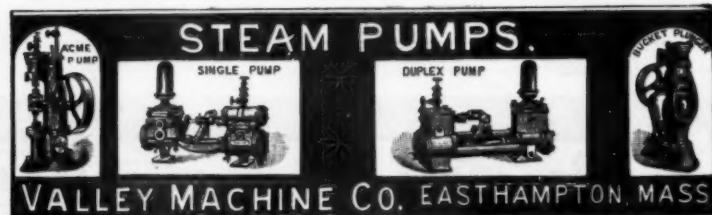
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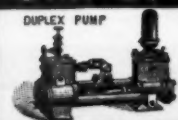
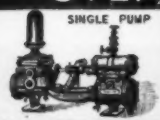
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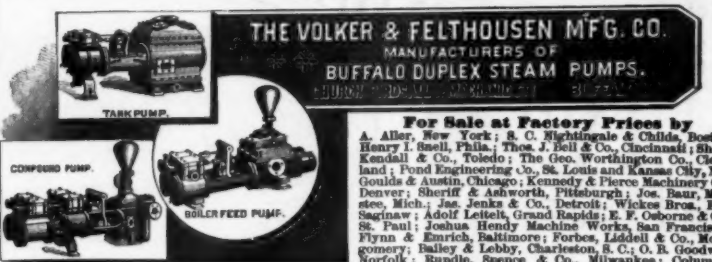
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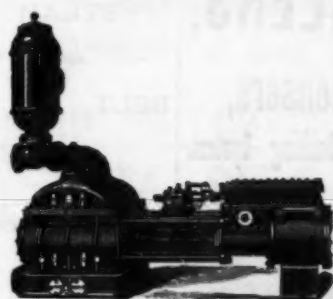
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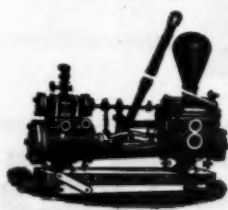
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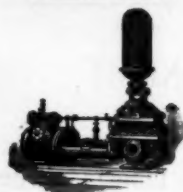
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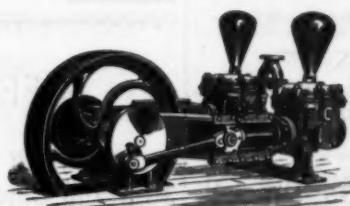
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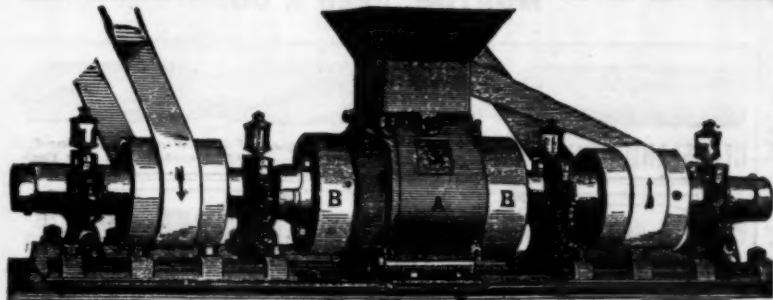
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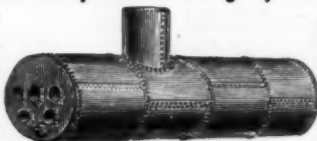
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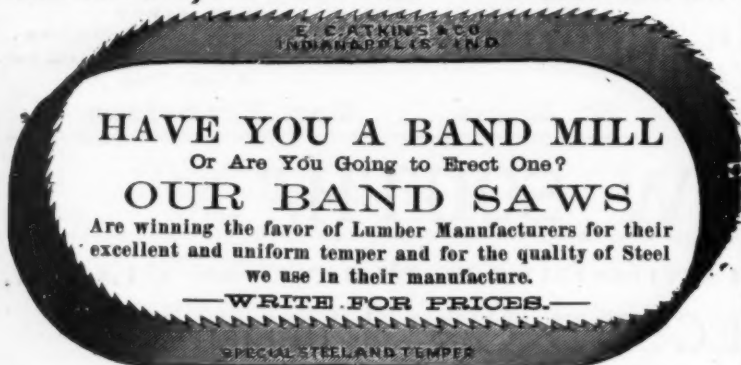
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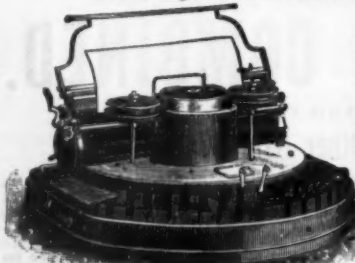
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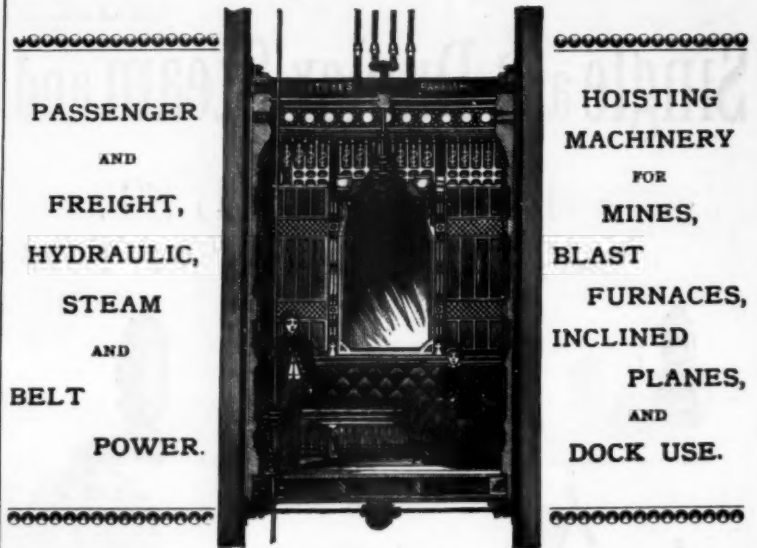
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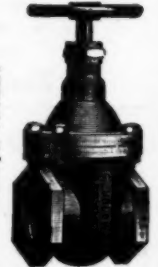
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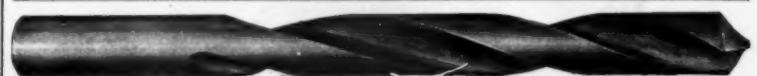
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